MINUTES

PUBLIC UTILITIES COMMISSION

January - April 1967

RESOLUTIONS 67-0001 - 67-0335

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CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

January 3, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Oliver M. Rousseau, President
Thomas P. White, Vice President
Stuart N. Greenberg
Thos. F. Stack

James K. Carr
GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn
SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS

Municipal Railway
Hetch Hetchy Project
Airport Department
Water Department

BUREAUS

Public Service
Accounts
Utilities Engineering
Personnel & Safety

Call to Order.

Present: Commissioners Oliver M. Rousseau, Thomas P. White, Stuart N. Greenberg

Absent: Commissioner Thos. F. Stack

President Oliver M. Rousseau presided.

Pledge of Allegiance was led by Commissioner White.

On motion of Commissioner White, seconded by Commissioner Greenberg, the minutes of the regular meeting of the Commission held December 20, 1966, were approved. Approval of the minutes of the regular meeting held December 27, 1966, was put over.

Vote: Ayes-Commissioners Rousseau, White, Greenberg
Absent-Commissioner Stack

On motion of Commissioner Greenberg, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg
Absent-Commissioner Stack

--RESOLUTION NO. 67-0001--

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A", submitted by Airborne Freight Corporation, whereby said Corporation, at its own and sole expense and without rental credit, will construct new shipping and office facilities and do all other necessary and related work on Plot 10A at San Francisco International Airport; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Airborne Freight Corporation to proceed with said work subject to the requirements of the Art Commission of the City and County of San Francisco; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

--RESOLUTION NO. 67-0002--

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: American Airlines, Inc.

Space: G3.1, consisting of 128 square feet, South Terminal, Ground Floor

Monthly Consideration: $64.00

Rental Credit: A sufficient number of the monthly considerations shall be reduced by seventy per cent (70%) so as to allow Permittee to receive, by such credits, the amount of the actual cost to Permittee of its architectural and engineering fees and its cost of improvements in the space initially assigned but not to exceed the sum of One thousand seven hundred and seven dollars ($1,707.)

Effective Date: As determined by Airport General Manager

--RESOLUTION NO. 67-0003--

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: United States of America
United States Coast Guard

Space: Parcel 1.705 acres adjacent to and south of present Coast Guard Station located at the San Francisco International Airport as shown on Coast Guard Drawing C-789-1 dated November 28, 1966.

Yearly Consideration: $1.00

Effective Date: January 1, 1967

--RESOLUTION NO. 67-0004--

RESOLVED, That this Commission revokes that certain Airport Space or Use Permit issued to Deutsche Lufthansa Aktiengesellschaft also operating as Lufthansa German Airlines under Public Utilities Commission Resolution No. 65-0690, adopted August 31, 1965, covering Room 118 (portion), Hangar C-01, Plot 17, at a monthly rental of $61.40.

Terminate Effective: On a date as determined by Airport General Manager

--RESOLUTION NO. 67-0005--

RESOLVED, That pursuant to the provisions of Section 1 of Lease of Rooms 15-22 and 16-22 on Pier G issued to Deutsche Lufthansa Aktiengesellschaft also operating as Lufthansa German Airlines under authority of Public Utilities Commission Resolution No. 66-0988, adopted December 20, 1966, this Commission approves the partial termination, as mutually agreed upon by Lessee, Deutsche Lufthansa Aktiengesellschaft also operating as Lufthansa German Airlines, of that part of that certain lease dated December 24, 1962 issued pursuant to Public Utilities Commission Resolution No. 22,569, adopted December 26, 1962, described as follows:

RENTAL RATE AREA 2

(pier G) Room 6-21	790 square feet
Rental Reduction:	395.00 month
Effective Date of Partial Termination:	As determined by Airport General Manager

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On motion of Commissioner Greenberg, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg
Absent-Commissioner Stack

--RESOLUTION NO. 67-0006--

RESOLVED, That this Commission approves the plans and specifications, and hereby authorizes Bid Call:

WD Contract No. 1264--Rehabilitate Lining at Sutro Reservoir.

WD Contract No. 1282--Excavation and Repaving for Water Service Renewals.

--RESOLUTION NO. 67-0007--

WHEREAS, Southern Pacific Pipe Lines Inc., a corporation has brought action in Alameda County, Superior Court Number 346578, against the City and County of San Francisco, to acquire a right of way easement for a petroleum products pipeline across Water Department lands near Sunol; and

WHEREAS, The Director of Property has appraised the fair market value at $4,812.25; and

WHEREAS, the said pipeline has already been installed under revocable permit pending conclusion of litigation; and

WHEREAS, certain conditions required by the San Francisco Water Department are to be included in the final order and judgment; therefore, be it

RESOLVED, That this Commission authorizes the City Attorney to have a judgment of condemnation entered, the fair market value of the right of way easement being $4,812.25; and containing the conditions requested by the Water Department, and be it

FURTHER RESOLVED, That upon entry of the Final Order of Condemnation the permit authorized by Resolution 24555 of December 22, 1964, shall be deemed revoked.

--RESOLUTION NO. 67-0008--

RESOLVED, That this Commission hereby requests Controller's certification of debit modification of contract with Wilsey and Ham for professional services in regard to the location study for the Junipero Serra Freeway (Route 280) in watershed lands.

This modification of $1,000.00 maximum fee is necessary to provide certain additional services including a preliminary cost estimate of the route approved by the Public Utilities Commission and other preparatory work for appearance before, and presentation to, the Highway Commission and to Federal officials.

The actual cost of this work will be based on the fee schedule set up in the contract.

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On motion of Commissioner Greenberg, seconded by Commissioner White, the following resolution was adopted as amended.

Vote: Ayes-Commissioners Rousseau, White, Greenberg
Absent-Commissioner Stack

--RESOLUTION NO. 67-0009--

RESOLVED, That this Commission approves and hereby requests the Controller's concurrence in amendment of Public Utilities Commission Revolving Fund Rules and Regulations, as follows:

RULE 7 - Authorized Signatures

	Signatures	
	Principal	Counter
Section B		
San Francisco Airport		
Delete		M. F. Kraut
Add		M. G. Tomasello
Section E-1		
San Francisco Municipal Railway		
Delete		Elmer L. Sorensen
"		Claude D. Manley
"	Donald Mazzoni	
Add		Albert O. Sandstrom

On motion of Commission Greenberg, seconded by Commissioner White, the following resolution was adopted:

Vote: Ayes-Commissioner Rousseau, White, Greenberg
Absent-Commissioner Stack

--RESOLUTION NO. 67-0010--

RESOLVED, That this Commission hereby awards to L. C. Smith Company, 465 Concar Drive, San Mateo, California, as the lowest regular and responsible bidder, Airport Department Contract No. 470, Grading for Glide Slope Site, Runway 28L at San Francisco International Airport, in the amount of $22,988.00; and all other bids for the above described work are hereby rejected; and, be it further

RESOLVED, That if within 60 days of the award of contract, permission is not granted by the Federal Aviation Agency to proceed with the work, the Public Utilities Commission shall cancel the award of contract and there shall be no liability upon the City and County of San Francisco by reason of the cancellation of said award of contract.

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On motion of Commissioner Greenberg, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg
Absent-Commissioner Stack

--RESOLUTION NO. 67-0011--

WHEREAS, By the terms of the Municipal Transit System Contract No. 501, Re-Roofing and Miscellaneous Repairs - Washington-Mason Carhouse, The Contractor, Bender Roofing, Inc., was to have completed all work on or before October 6, 1966; and

WHEREAS, The Contractor required 46 calendar days to perform additional work authorized by the Commission; and

WHEREAS, "...changes in the work ordered by the contracting officer, board or commission insofar as they necessarily require additional time in which to complete the entire work;..." is an unavoidable delay as defined in File No. 13456, Ordinance No. 9484, Section 6.3 UNAVOIDABLE DELAYS, adopted by the Board of Supervisors January 16, 1956; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 46 calendar days to November 21, 1966, for which liquidated damages are hereby waived; and be it further

RESOLVED, That this Commission accepts the work as being satisfactorily completed in accordance with the contract documents and approves Certificate of Acceptance and Authroization for Final Payment in the amount of $11,484.00.

--RESOLUTION NO. 67-0012--

RESOLVED, That this Commission hereby requests the Controller's approval of Municipal Railway Departmental Request for Funds as follows:

$10,427.00, to provide for allotment of funds in Rental of Office Machines and Equipment-PUR Appropriation No. 6.315.241.735.000, to meet rental requirements on tabulating equipment.

$4,000.00, to reserve funds in Passenger and Damage Claims Appropriation No. 6.735.804.000.000 to provide for payment of interest on passenger claim settlements.

$125,000.00, to allot funds for Fuels and Lubricants Appropriation No. 6.735.391.000.000 encumbrances which extend beyond the third quarter of fiscal year 1966-1967, and to provide for sales tax payment due for December 1966.

$11,683.00, to allot funds for third quarter services of Utilities Engineering Bureau, Appropriation No. 6.736.705.000.

--RESOLUTION NO. 67-0013--

RESOLVED, That this Commission hereby awards to Atlas Heating and Ventilating Co., Ltd., 557 - 4th Street, San Francisco, California, as the lowest regular and responsible bidder, Municipal Railway Contract No. 510--Installation of Exhaust System, 24th and Utah Shops, San Francisco, in the amount of $4686.00; and all other bids for the above described work are hereby rejected.

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On motion of Commissioner Greenberg, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg
Absent-Commissioner Stack

--RESOLUTION NO. 67-0014--

RESOLVED, That this Commission revoke its Resolution No. 66-0629, adopted on August 2, 1966, in which the Director of Property was requested to invite bids for award of lease of Plot 11A, with its term "to commence on July 1, 1966" and the following resolution which changes said commencement date to that of "confirmation by Commission of the award of said lease by the Director of Property" be substituted in its place.

RESOLVED, That this Commission approves that certain form of lease of Plot 11A containing .018 of an acre more or less, at the San Francisco International Airport as said Plot is shown in Airport Drawing No. AA-10859 dated December, 1965, the term of which lease shall commence on the date of confirmation by Commission of the award of this lease to Lessee and shall continue thereafter to and including June 30, 1986, unless terminated as provided herein, and in addition to said term, Lessee is hereby given two (2) options to extend said term, the first option being to extend the original term for a period of ten (10) years, and the second option being to extend said original term as extended for a period which shall terminate on the 1st day of November 2005, the rental

for the period from the commencement date to and including June 30, 1976, to be not less than Twenty-Seven Hundred Fifty Dollars ($2750.00) per acre per annum, and the rental for the ensuing period continuing to and including June 30, 1986, to be not less than Thirty-Four Hundred Fifty Dollars ($3450.00) per acre per annum, and the annual rental for the said two option periods to be negotiated as provided in said lease, copies of which are on file with Commission's Secretary; and, be it further

RESOLVED, That the Director of Property is requested to invite bids for award of said lease.

--RESOLUTION NO. 67-0015--

WHEREAS, on December 21, 1966, the United States Public Health Department advised this department that the aircraft sanitary disposal unit had been declared a health hazard and forbade its further use; and

WHEREAS, such aircraft sanitary disposal unit is necessary to the operation of San Francisco International Airport; now, therefore, be it

RESOLVED, That time being of the essence in the restoration of the required facility, this Commission in accordance with provisions of Section 6.3, Part I, of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such necessary work in the most expeditious manner to restore said aircraft sanitary disposal unit service; and, be it further

RESOLVED, That the Controller be and is hereby requested to certify funds from Appropriation No. 6.725.200.000.000 in an estimated amount of $3,000.00 to provide for such emergency repairs.

--RESOLUTION NO. 67-0001-MR--

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway:

Claimant Non-litigated Settlements	Date of Accident	Settlement
MC Reginald Alexis	July 1, 1966	$ 2,800.00
MC Carl Q. J. Lee	March 16, 1966	3,750.00
Litigated Settlements		
None		
Appropriation No. 6.735.804.000		$ 6,550.00

Commissioner White wished to have the record show that in all of the items which appear before the Commission pertaining to the approval of certain tenant work at San Francisco International Airport, that all of these projects are being built in harmony with the current Master Plan.

Airport General Manager, George F. Hansen, said this is stated in the calendar as each project first appearing before the Commission.

Commissioner White felt this might be made part of the resolution, so that it is plainly indicated that we are conforming to a concept of the Master Plan in all respects.

Mr. Carr said the Director of the Bureau of Accounts is working on a procedure whereby in regard to City contracts for work to be performed at the Airport, the request to the Controller for funds for the work will carry the certification that said work is in accordance with the Master Plan. Then there will be no question that the Master Plan adopted by the Commission is being followed. This does not mean that the Master Plan cannot be changed if justified.

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Mr. H. C. Medbery, Acting General Manager, Water Department, explained the purpose of WD Contract No. 1264--Rehabiltate Lining at Sutro Reservoir. This is a 30-million gallon reservoir which has excess leakage. He said the department has been combatting this problem for almost 13 years with temporary repairs and by never completely filling the reservoir. Relining will allow full utilization of the reservoir.

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In explaining Resolution 66-0008 - modification of Wilsey and Ham professional services contract relating to location of Junipero Serra Freeway on water shed lands south of Ralston Avenue, Mr. Carr said that since the awarding of this contract the Commission has decided on the route desired to be recommended for study by the State Highway Commission. Presently a new brief is being prepared in cooperation with the City Attorney. City's proposed route would take full advantage of the area's scenic potential; and would allow for vista points, picnic areas, and "daylighted" cuts, and generally would be more in line with the Federal government's policy of emphasis on scenic beauty.

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Mr. Carr asked that Section D-1 of Resolution No. 60-009 covering Hetch Hetchy Project amendment, be deleted from the resolution as originally presented.

Commissioner Greenberg moved and Commissioner White seconded, to delete the Hetch Hetchy section, and the resolution was adopted as amended.

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Communications: None

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General Manager of Public Utilities:

Mr. Carr commented on the Airport Department Monthly Report, dated January 3, 1967.

He said although the report gave the figures for November, there are already some indications of the annual growth which are rather startling.

He estimated passengers at the end of the twelve months would be about 10,500,000.

Considering the estimated passengers lost due to the 43-day strike, at 500,000 to 600,000, these figures show there will be close to 12,000,000 passengers at the end of the fiscal year. Twelve million passengers was the figure given as the capacity for the Airport with its present facilities.

There may be some relief in that the increased size of the planes might cause a temporary reduction in the number of planes.

Mr. Carr said he, Mr. Hansen and the staff are working on a program which will be ready in two weeks, in response to the Commission's direction to make recommendations for a program of improvements in view of the failure of the bond issue.

The work done thus far is much more encouraging than anticipated, because revenues at the airport can be allocated and in this way can minimize some of the delay caused by bond issue failure to pass.

Mr. Carr stressed the economic importance of the Airport. Jobs and payrolls down there are in excess of $200 million annually. Adding up all other things connected to it, there are indications the Airport is probably worth $1.5 million per day to the San Francisco economy.

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Mr. Carr announced that Boeing is conducting a symposium on the new planes, beginning January 31. He said he has been asked to serve on a panel and discuss the San Francisco situation, and Boeing has indicated they might be able to fit in a couple more from San Francisco in the symposium which is apparently invitational. A resolution will be before the Commission next week authorizing attendance of the members of the Commission and the staff. It is being sponsored by Air Transport Association and AOCI. Jack Steiner of Boeing is the man in charge.

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With regard to the Trans-Pacific route case, Mr. Carr said he received word from the City Attorney's Office that the list of witnesses must be on file by January 10. The hearing will be in Honolulu, February 15. The hearing is of vast importance to San Francisco. There has been some urging to have Mayor Shelley appear as one of our witnesses.

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Mr. Carr reported on the tree-planting program, the painting, and beautification of the Geary Carhouse.

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Mr. Carr said the report on the financing of airport improvements has taken a little longer because Mr. Hansen has found there are small items that should be taken care of, so the estimates are being revised.

Among other things, there is a real traffic problem at the Airport to be considered. Mr. Carr said the City may not be able to wait but may have to take temporary measures in building overpasses, roads, etc. Staff is cooperating with the airlines particularly United Air Lines at the north end of the Airport and with the highway people.

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Roll Call:

Commissioner Greenberg commented on the traffic congestion at the Los Angeles Airport over the New Year Weekend and then read from a Los Angeles newspaper article urging the people to use the official airport limousines and coaches to and from the Airport during the holidays.

Commissioner Rousseau closed the first meeting of 1967 with very best wishes from the Commission for a Happy, Prosperous, and Healthy New Year.

THEREUPON THE MEETING ADJOURNED.

AIRPORT DEPARTMENT
SAN FRANCISCO INTERNATIONAL AIRPORT

TO: Mr. James K. Carr
General Manager of Public Utilities

January 3, 1967

FROM: George F. Hansen, General Manager

SUBJECT: Monthly Report, Airport Department

HIGHLIGHTS OF DECEMBER ACTIVITIES

Traffic Summary (November):

Air traffic continued its steady upward pace during November at San Francisco International Airport. The passenger total of 862,485 was 15.8 per cent more than in November, 1965; U. S. mail shipped by air set a new monthly high of 18,183,409 pounds, a gain of 64 per cent; air express shipments were up 16.3 per cent to 1,381,749 pounds, and air freight volume totaled 38,757,306 pounds, an increase of 28 per cent.

Aircraft movements--landings and takeoffs--for the month numbered 24,743, which included 20,283 by scheduled air carriers; 361 military, and 4,099 by non-scheduled airlines and itinerant or locally based private and/or corporate aircraft.

In each traffic category--passengers, mail, express, freight and movements--the aggregate for the first 11 months of Calendar Year 1966 exceeded the 12-month total for 1965:

	11 months, 1966	12 months, 1965
Passengers	9,605,695	9,071,084
U. S. Mail	150,046,593 pounds	109,267,167 pounds
Air Express	14,753,338 pounds	14,379,352 pounds
Air Freight	379,809,291 pounds	333,351,729 pounds

1966 Calendar Year:

As the new year begins, it appears appropriate to comment on some accomplishments of the past 12 months at San Francisco International Airport.

Passengers--Although the December figures are not yet available, it appears the 1966 calendar year total will exceed 10,500,000, despite the 43-day strike of four domestic trunklines serving our airport that reduced the year's total by an estimated 600,000 passengers.

It is recognized that a substantial portion of the passenger increase was due to accelerated movements of military personnel to and from the Far East.

U. S. Mail--The volume of U. S. mail shipments by air is expected to exceed 170,000,000 pounds--up some 60 to 65 per cent over the 1965 figure--and this total also is substantially inflated due to military activities.

Air Express--The 1966 volume will top the 15,000,000 mark for the first time in airport history and will represent an increase of approximately 13 per cent.

Air Freight--The 12-month total of well over 400,000,000 pounds will be up more than 25 per cent over the 1965 figure. A substantial volume of military cargo shipments boosted the total to an all-time high for a single year.

Economic Impact--During 1966, San Francisco International Airport gained added stature in the economic strength of the Bay Region.

A year ago, a joint survey by the Airport Department and the Sound Abatement Center revealed that more than 20,000 persons, with

a gross annual payroll in excess of $165,000,000, were employed at the airport. Additionally, there was evidence that at least 5,000 other workers--with an annual payroll of more than $35,000,000--had jobs in the Bay Area which were directly linked to commercial aviation and related services and facilities at the airport.

These figures added up to 25,000 jobs and a gross annual payroll in excess of $200,000,000.

A spot check of some of the airlines and other tenants early in December indicated that employments on the airport will advance in 1967 by at least 20 per cent--to 24,000--with a corresponding increase in payrolls to substantially more than $200,000,000.

Application of the same percentage increase to "off airport" jobs indicates that San Francisco International Airport produces more than 30,000 employments with a gross annual payroll approaching the quarter-billion dollar mark.

Expansion--Airlines and other major tenants contracted for or completed some $13,000,000 in construction projects at the airport. Additionally, work on Airport Department projects approached the $2,000,000 mark.

Navigational Aids--Work in installing the required navigational aids on Runway 28-Left to qualify for Category II aircraft operations (100-foot ceiling and 1,000-foot visibility) was near completion at the year's end.

Downtown Heliport--The problem of an interim heliport to serve downtown San Francisco was near solution with the selection of an acceptable site, and a request for Board of Supervisors' approval for the necessary appropriation from airport funds for development.

Air Cargo--Development of an interim Air Cargo Center was in progress using available Airport Department funds. The planned work is compatible with the Airport Master Plan.

Master Plan--Following the adoption of an Airport Master Plan by the Public Utilities Commission, all improvements by the Airport Department and its tenants are subject to provisions thereof when applicable. Plans to implement the full Master Plan await a determination as to the means of financing to be utilized.

Holiday Parking:

Over the Christmas weekend, public parking was at the saturation point, with some 1,500 cars on turf areas and along roadside curbs. A plea to all news media was issued on the afternoon of December 23rd to broadcast a message to air travelers to leave their cars at home and find other means of transportation to the airport. The same situation occurred on the New Year's weekend.

1967-68 Proposed Budget:

The Public Utilities Commission reviewed and gave tentative approval to the Airport Department budget for fiscal 1967-68. Formal final approval is anticipated when the Commission schedules a review of all utilities departments' budgets at a regular session.

Interim Air Cargo:

The Airport General Manager met with G. E. Coon, Vice President, and Tom Holden of American Airlines to discuss progress in the development of interim air cargo facilities on Plot 9.

General Aviation:

Operations of Butler Aviation-San Francisco were removed to a temporary location to permit testing of the ILS (instrument landing

system) facilities on Runway 1-Right.

Yule Mail Congestion:

Full cooperation of Airport management and the airlines was extended to the Post Office Department in handling a record volume of mail in and out of the Airport.

San Bruno Talks:

Airport,PUC and UEB representatives met with San Bruno officials to formulate procedure on the establishment of a San Bruno Drainage District--involving some airport lands--and for discussions concerning the airport joining the San Bruno-South San Francisco sewage disposal system.

Capital Expenditures:

Complete cooperation was extended to two representatives of the City Planning Commission in their study of airport factors involving the City's Capital Expenditures Program.

Microwave Broadcast:

Airport facilities were made available to the Columbia Broadcasting System in relaying a microwave news broadcast from the Far East to the eastern states.

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CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

January 10, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Oliver M. Rousseau, President

Thomas P. White, Vice President

Stuart N. Greenberg

Thos. F. Stack

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order.

Present: Commissioners Oliver M. Rousseau, Thomas P. White, Stuart N. Greenberg, Thos. F. Stack

Absent: None

President Oliver M. Rousseau presided.

Pledge of Allegiance was led by Commissioner Stack.

On motion of Commissioner Greenberg, seconded by Commissioner Stack, the minutes of the regular meetings of the Commission held December 27, 1966 and January 3, 1967, were approved.

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

On motion of Commissioner Greenberg, seconded by Commissioner Stack, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

--RESOLUTION NO. 67-0016--

RESOLVED, That this Commission hereby approves and authorizes one staff member of the Hetch Hetchy Water Supply as designated by the General Manager of Public Utilities to attend the Environmental Engineering Conference of the American Society of Civil Engineers to be held in Dallas, Texas on February 5-9, 1967.

--RESOLUTION NO. 67-0017--

WHEREAS, A contract with Stanley Engineering Company for professional services relating to the Robert C. Kirkwood (formerly Canyon) Powerhouse turbine acceptance tests was authorized by Public Utilities Commission Resolution No. 65-0998 adopted December 21, 1965; and

WHEREAS, Said contract was duly executed by both parties and bears Controller's Certification No. 778; and

WHEREAS, Stanley Consultants, Inc. informs us, by letter dated December 13, 1966, that as of November 21, 1966 they are the identical firm as the one known as Stanley Engineering Company prior to said date; and

WHEREAS, City Attorney's letter of December 21, 1965 states that the above name change does not constitute an attempt to assign this contract; therefore be it

RESOLVED, That this Commission recognizes Stanley Consultants, Inc. as the identical firm previously known as Stanley Engineering Company and authorizes continuation of work on this contract under the new name.

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On motion of Commissioner Greenberg, seconded by Commissioner Stack, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

--RESOLUTION NO. 67-0018--

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Air California

Space:	Central Terminal Building		
	Upper Level		
	Room 102B.1a	276 sq.ft.	
	" 145	240	
		516 sq.ft. @ $1.00 --	$516.00 month
(New)	Room 128.1b	92 sq.ft. @ $1.00 --	92.00 "
	Lower Level		
	Rooms 3B, 5B, South Concourse	1,360 sq.ft.@.50	680.00
	Pier E, Lower Level		
	Room 51 (Gate 44)	960 sq.ft. @.50 -	480.00
	Plot 17 - Paved Area		
	1 Aircraft Position adjacent to seawall	23,000 sq.ft. @.00625 -	143.75
(New)	Plot 17 - Bldg. C-01 Room 112	486 sq.ft. @.10	48.60
			$1,960.35

Monthly Consideration: $1,960.35

Effective Date: January 16, 1967

Monthly Consideration: $1,960.35

Effective Date: January 16, 1967

BE IT FURTHER RESOLVED, That this Commission hereby terminates as of the effective date set forth above that certain Airport Space or Use Permit previously issued to the above permittee under authority of Resolution No. 66-0987 adopted December 20, 1967.

--RESOLUTION NO. 67-0019--

RESOLVED, That this Commission hereby approves the drawing, identified as Exhibit "A", submitted by United Air Lines, whereby said Company, at its own and sole expense and without rental credit,

will install new paneling and ticket counters and do all other necessary and related work in the Central Terminal Building at San Francisco International Airport; said drawing having been approved by the Utilities Engineering Bureau; and, be it further

RESOLVED, That this Commission hereby authorizes United Air Lines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay,or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

--RESOLUTION NO. 67-0020--

RESOLVED, That this Commission hereby approves the specifications and drawing, identified as Exhibit "A", submitted by United Air Lines, whereby said Company, at its own and sole expense and without rental credit, will construct additional office space and do all other necessary and related work in the Company's new air cargo building on Plot 6 at San Francisco International Airport; and specifications and drawing having been approved by the Utilities Engineering Bureau; and, be it further

RESOLVED, That this Commission hereby authorizes United Air Lines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

--RESOLUTION NO. 67-0021--

RESOLVED, That this Commission hereby requests the Controller's certification of Debit Modification of Airport Department Contract No. 452--Apron Pavement for Cargo Building No. 5A at San Francisco International Airport; Lowrie Paving Company, contractor; in the amount of $3,412.00, to provide for labor, material and equipment to erect and remove a storage tent with a minimum area of 5,000 square feet to be located east of an existing warehouse on the apron at Plot 6A, all as described and set forth on Modification No. 1.

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On motion of Commissioner Stack, seconded by Commissioner Greenberg the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

--RESOLUTION NO. 67-0022--

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contracts:

San Francisco Water Department Contract No. 1251--Laying of 4-Inch and 6-Inch Cast Iron Mains in Funston Avenue South of Quintara Street, to Associated Pipe Line, Inc., in the net amount of $7,107.00;

San Francisco Water Department Contract No. 1277--Laying of 4-Inch and 6-Inch Cast Iron Mains in Fern, Franklin and Other Streets, to Underground Construction Co., Inc., in the net amount of $24,008.00; and, be it further

RESOLVED, That all other bids for the above-described works are hereby rejected.

--RESOLUTION NO. 67-0023--

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: Alameda County Flood Control and Water Conservation District

Permit to construct and maintain a 48 inch siphon under and across the Hetch Hetchy pipelines within the intersection of Birch Street and Smith Avenue, City of Newark, Alameda County. Fee waived in consideration of a public agency.

--RESOLUTION NO. 67-0024--

WHEREAS, The City and County of San Francisco, a Municipal corporation, by and through its Public Utilities Commission, leased to WILLIAM SANFORD property located in Burlingame, San Mateo County, California, for a term of eight (8) years commencing on May 1, 1962, and expiring on April 30, 1970; and

WHEREAS, The Lessee is desirous of assigning said lease to JOSEPH L. SILVA and EDITH S. LOVELL; and

WHEREAS, The within lease under the terms thereof cannot be assigned by the Lessee without the written consent of the Lessor;

NOW, THEREFORE, be it

RESOLVED, That the Lessor, CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation, hereby consents to the assignment of the lease hereinabove mentioned to JOSEPH L. SILVA and EDITH S. LOVELL, subject to all the terms and provisions set forth therein; and be it further

RESOLVED, That this Commission also approves that certain amendment ~~to the~~ aforesaid lease, copies of which amendment are on file with Commission's secretary, that amends said lease to provide, in lieu of the surety bond or bonds therein required, for a Certificate of Deposit in the sum of $3,600.00, payable to and deposited with City, for faithful performance by Lessees of all covenants, terms and conditions of said lease, as amended, and for an option to Lessees to extend for 5 years the term of this Lease as herein amended at $300.00 monthly rental; and be it further

RESOLVED, That this Commission hereby authorizes the execution of written consent on behalf of City to said assignment of Lease as amended; and be it further

RESOLVED, That Public Utilities Commission Resolution No.66-0703, adopted August 23, 1966, be rescinded.

--RESOLUTION NO. 67-0025--

RESOLVED, That this Commission authorizes execution of a Water Department agricultural Evergreen tree lease covering 29 acres in the Sunol Valley, being a portion of Parcel 65 in Alameda County, as shown on Water Department Drawing B-3000 to Lawrence Bressler & Associates, for a period of twenty (20) years, commencing December 1, 1966, at a rental of $10.00 per acre per year for the first four (4) years and commencing from the 5th year and each year thereafter at a minimum rental of $10.00 per acre per year or 10% of the gross revenues, whichever is greater, with a ceiling of $200.00 per acre per year.

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On motion of Commissioner Greenberg, seconded by Commissioner Stack, the following resolution was adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

--RESOLUTION NO. 67-0026--

RESOLVED, That this Commission, in accordance with the recommendation of the General Manager of Public Utilities, hereby approves the report of Department Managers and establishes in accordance with the provisions of Section 123 of the Charter, the amount of reasonable annual depreciation expense for the fiscal year 1966-67 of the utilities under the jurisdiction of the Commission as follows:

Department	Reasonable Annual Depreciation 1966-1967
San Francisco International Airport	$2,510,663
Municipal Railway	638,588
Water Department	2,070,091
Hetch Hetchy Project	2,745,125
	$7,964,467

On motion of Commissioner Greenberg, seconded by Commissioner Stack, the following resolution was adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

--RESOLUTION NO. 67-0027--

WHEREAS, Bernhard W. Grethel, Hetch Hetchy Project Assistant General Manager, has retired from the service of the City and County of San Francisco after more than thirty years of continuous service with the Public Utilities Commission; and

WHEREAS, Mr. Grethel is a man of brillant intellect and great understanding, a highly respected member of the engineering profession, with true dedication to the welfare of the City and County of San Francisco; and

WHEREAS, Mr. Grethel has served as an electrical engineering draftsman, inspector, and designer with the Bureau of Light, Heat and Power; electrical engineer, senior electrical engineer, as well as Assistant General Manager of the Hetch Hetchy Project; and

WHEREAS, While occupying these positions, he participated in and contributed to the physical construction and economic growth of San Francisco's Bureau of Light, Heat and Power, Hetch Hetchy Project and Water Department; and

WHEREAS, It is difficult fully to evaluate and appreciate the worth of Mr. Grethel's service to this Commission and to all of the people of the City and County of San Francisco: therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. Bernhard W. Grethel, its appreciation of work well done, its thanks for his unprecedented services, its acknowledgment of his splendid achievements, and its most profound wish for health and happiness and for all success in future endeavors.

****

For purpose of discussion only, Commissioner Stack moved adoption, Commissioner Greenberg seconded the motion; and after discussion the following resolution was adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg
No-Commissioner Stack
Absent-None

--RESOLUTION NO. 67-0028--

WHEREAS, By Resolution No. 66-0896, dated November 15, 1966, the San Francisco Public Utilities Commission approved and recommended to the State Highway Commission for study, a route for the Junipero Serra Freeway on watershed lands south of Ralston Avenue as near as practicable to the easterly boundary of such lands, as more particularly set forth in a study made by the engineering firm of Wilsey & Ham, dated November 15, 1966, entitled "Location

Study for Junipero Serra Freeway on San Francisco Water Department Lands South of Ralston Avenue," and further authorized and directed the General Manager of Public Utilities to confer with State and Federal officials on the matter of said recommended route, and

WHEREAS, The City Attorney, acting for the Public Utilities Commission, now proposes to advise the Secretary of Transportation and others by letter of the latest developments concerning the dispute between the City and the State Highway Commission over location of the 4-mile section of the freeway south of Ralston Avenue, and to request the assistance of the federal government in the resolution of the dispute in favor of the ridge route recommended by this Commission, a draft copy of which letter, dated January 10, 1967, is now on file with this Commission; now, therefore, be it

RESOLVED, That the representations and the firm offers made in consideration for the relocation of the 4-mile section of the freeway south of Ralston Avenue as recommended by this Commission contained in said letter dated January 10, 1967, are hereby approved and adopted by this Commission, and the City Attorney is hereby authorized and directed to sign and transmit said letter to the Secretary of Transportation, to the members of the California Highway Commission, and such other Federal, State, County, and City officials as are involved.

****

On motion of Commissioner Greenberg, seconded by Commissioner Stack, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Greenberg, Stack
Absent-None

--RESOLUTION NO. 67-0016-MR--

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accident	Settlement
Non-litigated Settlements		
CC John Sampino and Linda Sampino	November 5, 1966	$ 706.55
Litigated Settlements		
TC Leoan Lucille Hardick, aka Leoan Hardick	February 12, 1965	10,000.00 (less lien)
MC Albert Hanson	June 6, 1966	2,150.00
MC Zulaiha Minai	June 21, 1965	650.00
CC Sofia Dito	August 26, 1965	2,750.00

MC Mariano C. Avila, aka Mariano Avila	February 26, 1964	850.00
MC Delores Smith	March 6, 1963	3,000.00

Judgment

MC Otis Powell and Manuel Maymuni, dba Star Cab #7	February 12, 1965 plus costs	489.44 16.00
	Appropriation No. 6.735.804.000	$20,611.99

****

A. H. Frye, Jr., Water Department General Manager and Chief Engineer explained the Evergreen Tree lease to Lawrence Bressler & Associates. Located in Sunol Valley, the lease is in consonance with the Commission's policy to make that area a "green belt." It is an area where formerly the Department was able to let only grazing leases. This will upgrade the use and rental to the City and at the same time should be an attractive addition to the Sunol property.

****

Mr. Carr in commenting on the retirement of Bernhard A. Grethel said that he was one of the Utilities' quiet and very capable, steady assistants; and he will be missed. During Mr. Grethel's thirty-year career with the City he has seen a number of things develop in the Hetch Hetchy Project and Water Department which are now beginning to be really appreciated by the people of San Francisco because of the foresight and work done by people like Mr. Grethel.

Wesley F. Getts, in the absence of O. L. Moore, General Manager of Hetch Hetchy Project and Utilities Engineering Bureau, on account of illness, spoke of the years he has known and worked with Mr. Grethel, who was superintendent of operations at Moccasin for a number of years before he came to the San Francisco Office as Assistant General Manager of the Hetch Hetchy Project.

The Commission expressed its appreciation for work well done and wished Mr. Grethel health, happiness, and success for many years to come.

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In discussing Resolution 67-0028 re Junipero Serra Freeway, Mr.Carr asked Mr. Finn to read the resolution which was before the Commission for consideration.

Mr. Carr apologized for not having the rather detailed material prepared and available for the Commission in advance. He said he and staff and Deputy City Attorney Jerome Cohen, had been studying this in cooperation with Director of Property Philip Rezos and with the assistance of the consultants Wilsey & Ham, for the past few weeks.

He said this came about as a result of his recent meeting with Lloyd Bridwell, Deputy Under Secretary of Commerce for Transportation, in Washington. Mr. Bridwell had informed Mr. Carr his department would be pleased to try to get some decision on this matter and asked that we send an up-to-date report to Secretary of Transportation Alan S. Boyd, outlining the steps taken since the previous correspondence.

Mr. Carr asked Mr. Rezos to explain the figures on the property involved, because the Director of Property sets the values.

The Secretary read the first page of the January 10, 1967 letter plus one half of page two (down to California Highway Commission).

Mr. Rezos explained page 5a, saying that the increase in values was based on 10% per year until the date of settlement, assuming date of settlement 2 years from December 18, 1966, and 7% interest charge which would be payable to the City for the State's having taken possession.

Commissioner Stack questioned Mr. Rezos about his figures on the graph showing the market value, and the interest accrued.

Mr. Rezos said it should be pointed out that normally we would arrive at a settlement with the State "as of the present time" if we could agree on a settlement. We would be talking about the values of "today" not of the "future". He pointed out it is customary to waive interest charges in a negotiated settlement.

Commissioner Stack noted that with the projected settlement of December 18, 1968, the total market value for the 568 acres would be $9,500,000 -- so City is getting additional value for the land as the State delays the ultimate settlement.

Mr. Carr said that if City goes go court to settle, that is right-- the value goes up.

Mr. Carr said the graph was used as a means of showing the ultimate savings to the state and federal governments that could be realized if the ridge route were adopted.

Mr. Carr asked Mr. Rezos to explain the third item--the $900,000 in land acquisition costs.

Mr. Rezos said that the differential of 149 acres for the modified adopted route, and the 280 acres required for the ridge route, is 131 acres. The fair market value of the 280 acres is $2,400,000 while the fair market value of the 149 acres is $1,500,000 a difference of $900,000.

The City is prepared to accept $1,500,000 for the 280 acres required for the ridge route. This is a clear-cut concession to the State, according to Mr. Rezos, the Public Utilities Commission feeling the benefits to the City warrant the transfer of that property at the reduced price.

Commissioner Stack felt it would be a far more equitable adjustment if we took the differential of $900,000 and shared that equally with the State.

Mr. Carr said he has had to rely on the Director of Property for the figures. The controversy has been going on for 10 years; and after particularly vigorous controversy during the past 2-1/2 years things are at the stage where we are recommending the Commission make an all-out clear-cut settlement of this matter. It is a matter of judgment how far the Commission wants to go. He said he would not be inclined to cut it to $450,000 unless there is a negotiated value he could not see.

Other things should not be overlooked, he said. The ridge route would serve as a natural barrier from here-on-out, from pressures of development which might come and be accepted by Commissions of the future. The ridge route would be a boundary and a fence, preserving the beauty and protecting the quality of the water, which cannot be done if the route is run along the edge of the lake.

Commissioner White pointed out the expense item of the 80 MGD Filtration Plant which should be taken into consideration if the road skirted the edge of the lake.

Commissioner Stack said he thought the real problem before the Commission at this time was dollars, not philosophy. The philosophy of the ridge route has the full endorsement of the PUC. It is now a question on what basis accord can be reached with the State. He said his concern was the treasury of the City because the Commission is going to divorce itself from title to six hundred acres. He said City should expect to be paid a fair market value for that, yet should be willing to make some concessions to the State in connection with their problems. In the stage they are in they need the 168 acres north of Belmont to start the link to Crystal Springs Dam. He said he could see the validity of waiving interest--in a negotiated settlement. However, City should be paid for the additional land required for the ridge route and perhaps City can make adjustment of some of the cost, but he did not agree with waiving of $900,000 just to have the State accept this proposal.

Mr. Rezos said he would recommend that the whole concession be made to the State, from $2,400,000 to $1,500,000 because it is going to cost more to build there. If it is going to cost more for the right of way also, he said he believed this would hurt the City's chances. He said he has found the State to be fair; they have much the same problems as City. For the best interest of the people, and especially for the City of San Francisco, Mr. Rezos said he would recommend making the whole concession.

Mr. Carr said if we come right out and lay it on the table like this and then can't agree and go to court, City would have a better chance.

Commissioner Stack said that when the Commission said "equitable adjustment" we did not say we would not charge anything. On this 131 acres with a value of $900,000, State ought to meet City half way.

Mr. Carr said that Commissioner Stack was talking about $450,000. He said he did not think we were talking about a lot of money in terms of total values to the people of San Francisco and the service area if we can get this settled now.

Commissioner Stack said he wished to make it plain and clear it was not his intention in passing the previous resolution with regard to fair and equitable price adjustment that City should not charge anything. The State of California is getting plenty; they are

sparing themselves the expense of building a filtration plant for $8,000,000 and its operation for ten years.

Commissioner Rousseau asked Mr. Rezos if he figured the offer to the State a good offer on behalf of the City. Mr. Rezos replied he recommended this approach without hesitation.

Commissioner Stack moved, for the record, that the amount of equitable adjustment of $900,000(referred to in the resolution by reference)be reduced to $450,000 for the additional 131 acres required to build the upper ridge route.

Commissioner White seconded.

Roll Call: Ayes-Commissioner Stack
Noes-Commissioners Rousseau, White, Greenberg
Absent-None

Vote on adoption of resolution as presented:

Roll Call: Ayes-Commissioners Rousseau, White, Greenberg
Noes-Commissioner Stack
Absent-None

Commissioner White said he felt a resolution of this much importance should not leave the Commission chambers with a division, and he asked, in view of the wide discussion on this and the recommendations made by the City Attorney's Office and Director of Property, consultants, as well as the Commission staff, that this leave the Commission with a "unanimous vote"

Commissioner Rousseau agreed with Commissioner White.

Commissioner Stack felt his vote would not affect the acceptance or rejection by the State of California; he only based it on determination of value, he did not ask for more money, he said.

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Communications: None

General Manager of Public Utilities:

Mr. Carr requested the Commission's decision on a policy question.

He said he had received a request from FMC Corporation of San Jose for a possible 25-year lease of lands in Alameda County near the San Antonio Reservoir for testing explosives that are necessary in our defense effort.

Mr. Frye explained on a map the area in question--1100 acres just south of the dam.

Mr. Carr said he and staff have conferred with the Chairman of the Board of Supervisors of Alameda County, Director of the East Bay Regional Park, and others, who were opposed to the testing of explosives in the area, and have come to the conclusion this proposed use of land between the Reservoir and Filtration Plant would be contrary to the policy of this Commission for proposed recreational uses for the land. It is not compatibile with making this a green belt recreation and park area.

On motion by Commissioner White, seconded by Commissioner Stack, the Commission voted unanimously against leasing this area for this purpose.

THEREUPON THE MEETING ADJOURNED.

James

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PAUL B. HOLM
ADMINISTRATIVE ASSISTANT

January 10, 1967

Honorable Alan S. Boyd
Secretary of Transportation
Washington, D. C.

Dear Mr. Boyd:

This letter follows Mr. Carr's recent meeting with Deputy Under Secretary Bridwell in which it was suggested that there be prepared an up-to-date report on the latest developments concerning the controversial 4-mile section of Interstate Highway Route 280 in San Mateo County, California, all of which 4-mile section is on property owned by the City and County of San Francisco.

Additionally, the purpose of this letter is to respectfully request that you take such action as may be possible by your office as will help resolve the long-standing dispute.

The San Francisco Public Utilities Commission as of January 10, 1967 (resolution attached) has authorized me to make the following offer to your Department and the California State Highway Commission, in consideration of relocation of the freeway along the proposed ridge route as outlined in the attached Wilsey & Ham report of November 15, 1966. The offer consists of these three things:

1. City will give immediate possession to the State for freeway purposes and forego all interest charges on the fair market value of lands taken for the freeway - which will mean a reduction of some $2,040,000 in land acquisition costs.

2. City will "hold harmless" and relieve the State, insofar as it may legally do so, from and for damages resulting from contamination or pollution of the reservoir caused by the location and maintenance of the freeway, and City will accept full responsibility for the adequacy of a less costly water quality protection system - which will mean a reduction of at least $8,700,000 in costs by the elimination of the 80 mgd filtration plant on Canada Road which City will require if the presently adopted route is utilized.

3. City will make an equitable adjustment in the price paid by the State for the acquisition of City-owned lands - which means a firm reduction of at least $900,000 in land acquisition costs.

With the aforementioned offer of the City the total cost of the 4-mile section of freeway will be about $2,225,000 less than on the route adopted originally by the Highway Commission in 1958, and which is presently being adhered to by the California Highway Commission.

Since our last correspondence with your office certain important developments have occurred. In order of their chronology they are:

(a) On June 30, 1966, after a conference with Mayor John F. Shelley, Governor Edmund G. Brown requested the California Highway Commission to take a new look at the routing of the 4-mile section of Interstate Highway Route 280 south of Ralston Avenue, Belmont, giving particular attention to three factors: Protection of water quality, preservation of scenic values, and consideration of local wishes on the routing.

(b) On July 21, 1966, in response to the Governor's request, the California Highway Commission agreed to study a route along the easterly ridge of the watershed.

(c) On August 20, 1966, and prior to commencing its study, the State Division of Highways submitted to the San Francisco Water Department for its approval, a proposed general alignment of the freeway along the easterly ridge of the watershed.

(d) Subsequently, the Public Utilities Commission of the City and County of San Francisco engaged the firm of Wilsey & Ham, Consulting Engineers, to make a preliminary route study for the purpose of selecting and delineating a route as close as practicable to the easterly boundary of watershed lands. This route is advocated in order to minimize the possibility of contamination of Crystal Springs Reservoir due to drainage of surface water from the freeway, and at the same time developing a route having acceptable scenic and recreational values with due regard for economic considerations.

(e) On November 15, 1966, Wilsey & Ham submitted its report to the Public Utilities Commission, a copy of which is attached. The Commission adopted the route as outlined by Wilsey & Ham on that same date.

(f) The Wilsey & Ham route has been submitted to the California Highway Commission with the request that the design be reviewed, refined if necessary, and adopted for the alignment of Interstate Highway Route 280 between Ralston Avenue, Belmont, and south of Edgewood Road in San Mateo County.

Although detailed cost estimates for the proposed ridge route have not yet been made, preliminary estimates by our engineering consultants, Wilsey & Ham, indicate a total cost, including construction costs and water quality protection costs, of about $15,500,000.

This compares to a total cost of $17,727,000 for the freeway on the water's edge, the route adopted originally in 1958 by the California Highway Commission.

The aforesaid factors favoring the proposed ridge route are discussed in detail in a supplemental memorandum of December 20, 1966 prepared by this office, a copy of which is enclosed herewith.

I feel confident that you will concur in the conclusion that the Public Utilities Commission's ridge route is superior to the modified adopted route of the California Highway Commission because

.....it affords a greater degree of protection against pollution and contamination of a water supply serving the daily needs of one and a quarter million persons

.....it will cost approximately $2,225,000 less

.....it will protect and enhance scenic values

.....it is in accord with the official desires of the local communities

In view of all the factors involved, the Public Utilities Commission of the City and County of San Francisco recommends adoption of the ridge route as outlined by the Wilsey & Ham report of November 15, 1966, and respectfully urges your office to take such action as is necessary to implement this recommendation and thereby settle, once and for all, this unfortunate dispute.

Very truly yours,

THOMAS M. O'CONNOR
City Attorney

Enclosures

December 20, 1966

THIRD SUPPLEMENTAL MEMORANDUM IN SUPPORT OF CITY AND COUNTY OF SAN FRANCISCO'S REQUEST TO RELOCATE 4-MILE SECTION OF INTERSTATE HIGHWAY ROUTE 280 SOUTH OF RALSTON AVENUE IN SAN MATEO COUNTY

INTRODUCTION

An exhaustive analysis of the relative advantages and disadvantages of the modified adopted route and the proposed ridge route along the 4-mile section of Interstate Highway Route 280 south of Ralston Avenue in San Mateo County, California leads to but one rational conclusion - the ridge route recommended by the City and County of San Francisco is far superior to, and should be selected instead of, the modified adopted route because:

1. The ridge route will afford greater protection against pollution and contamination of Upper Crystal Springs Reservoir serving 1-1/4 million persons.
2. The total overall cost of the ridge route will be $2,227,000 less.
3. Scenic values will be protected and, in fact, enhanced.
4. The ridge route is in accord with the official desires of San Mateo and San Francisco Counties.

I

The ridge route will afford greater protection against pollution and contamination of the domestic water supply in Upper Crystal Springs Reservoir serving the daily needs of some 1-1/4 million persons.

As you will recall, on April 14, 1966, the Federal Water Pollution Control Administration, San Francisco, California, issued a report entitled "Review of Water Pollution Control Factors - Alternate Routing Interstate Route 280 in the vicinity of Upper Crystal Springs Reservoir (City and County of San Francisco, California) San Mateo County, California." The report rejects the State Division of Highway's contention that provision and

operating of collection and treatment facilities for turbid water collection originating on the presently adopted freeway site will adequately protect the quality of potable water in Upper Crystal Springs Reservoir. The report states that "the modified adopted route provides too little time-distance protection to the water course and would subject the San Francisco public water supply to an undesirable and unnecessary pollution hazard which could be avoided by selection of the high alternate route."

You will also recall that Dr. Rolph Eliassen, a nationally known authority on water quality, warns in a letter dated May 11, 1966 that "without sufficient time distance safety factors between the freeway along the adopted modified route and the reservoir there will be sufficient erosion and subsequent flow of dirty water into the reservoir, which when added to the natural turbidity load from the watershed, to (sic) make the water unacceptable to the consumer." In that letter Dr. Eliassen further states unequivocally that with the freeway in the modified adopted route location a modern filtration plant will be necessary to treat all water withdrawn from Crystal Springs Reservoir in order to be assured that it will have acceptable water for distribution at all times.

The position of the San Francisco Public Utilities Commission in this dispute is also strongly supported by the Chief of the Bureau of Sanitary Engineering, California Department of Public Health, who in his letter of August 16, 1965 says:

> ".... we concur with your position that the California Highway Commission should locate the freeway as far away as is practicable from the Upper Crystal Springs Reservoir. The upper high alternate route would be the preferred location as practically all the drainage can be carried off from the watershed. ...."

II

The Total Overall Cost of the Ridge Route Is $2,227,000 Less

Wilsey & Ham estimate the total construction and water quality protection costs for the freeway along the proposed ridge route to be $15,500,000. As can be seen by the chart below this sum is some $187,000 less than the adjusted total estimated costs of $15,787,000 for the modified adopted route, including the cost of a filtration plant necessary to provide adequate protection to water quality in Upper Crystal Springs Reservoir.

And, when proper allowance is made for savings in land acquisition costs, more particularly the savings in interest costs on the fair market value of watershed lands taken for the freeway accruing from the date of possession - conservatively estimated to be $2,040,000 - the total overall cost of the ridge route is actually $2,227,000 less than that for the modified adopted route.

Actual experience along the northerly 10-mile section of the freeway on watershed land has clearly demonstrated that if the freeway is constructed along the modified adopted route close to the water's edge nothing less than a modern filtration plant will provide adequate protection to water quality in the Upper Crystal Springs Reservoir. The minimum plant capacity to provide adequate protection is 80 million gallons per day. The estimated capital costs of such a plant is $8,700,000. The annual operating costs of such a plant, allowing for only three months of winter operating time, is $162,000. The present worth of this cost for a ten-year period of 5% interest is $1,260,000.

The alternate solution proposed herein - selection of the ridge route - allows considerable protection area between the freeway and the reservoir and permits diversion of an appreciable

percentage of the water off of the watershed. Under these conditions of reduced hazards and greater opportunity for correction, the City is willing to accept the much less expensive "natural and turbid water system" thereby eliminating the requirement for a complete filtration system to filter all water withdrawn from Crystal Springs Reservoir. The ridge route is financially advantageous as the following comparison of costs will show. The estimated annual operating cost for the "natural and turbid water system" on the ridge route is $38,400. The present worth of this cost for a ten-year period at 5% interest is $297,000. However, the City is willing to assume this cost if the ridge route is adopted.

COMPARISON OF CONSTRUCTION AND WATER QUALITY PROTECTION COSTS
(Capital Cost Basis)

	Ridge Route	Modified Adopted Route
Construction Cost (Including "Natural & Turbid Water System")	$15,500,000	$ 7,000,000
80 MGD Filtration Plant		8,700,000
Present Worth of Annual Operating Cost - 10 yrs @ 5%	297,000	1,260,000
Credit for Cost to be Assumed by City	(297,000)	
Credit for "Natural & Turbid Water System" Not Required if Filter Plant is Constructed		(1,273,000)
Total Construction and Water Quality Protection Costs	$15,500,000	$15,687,000
Differential in favor of ridge route	187,000	
	$15,687,000	$15,687,000

The above comparison shows that on the basis of construction costs and water quality protection requirements alone the ridge route is actually $187,000 less costly.

In comparing the overall cost of the two routes further allowance, however, must be made for the savings in total land acquisition costs which will redound to the State and Federal governments if the ridge route is adopted.

In condemnation proceedings where immediate possession of the property is acquired prior to the entry of judgment, the condemnee is entitled to interest on the fair market value of the property taken at the rate of 7% per annum from the date of possession to date of payment of the award.

The State has indicated that for the 14-miles section of the adopted route traversing the watershed it will need a total of 568 acres of city-owned land. Of this total, the State has been in possession of 256 acres at the northerly end of the watershed since October 20, 1964. On that date the City, in full cooperation with the State, permitted the latter, without a court order for possession, to enter upon said 256 acres of city-owned land for the purpose of constructing the freeway. The remaining 312 acres of city-owned land consisting of 163 acres north of Ralston Avenue and 149 acres south of Ralston Avenue in the 4-mile section under dispute, have not as yet been occupied by the State.

Under normal condemnation proceedings final acquisition of the 568 acres of land pursuant to a judgment of condemnation could not reasonably be expected to occur before December 1968.

The City is willing, and has in fact offered, to permit the State to enter into possession of the remaining 312 acres without a court order for possession and, must important of all, to forego all accrued interest charges on the fair market value of the entire 568 acres.

The reduction in the land acquisition costs by the elimination of interest charges resulting from this concession by the City will amount to some $2,040,000, as illustrated by the following table:

Acres	Valuation Date	Market Value	Date of Possession	Accrued Interest @ 7% per annum		
				12/18/66	12/18/67	12/18/68
256	4/18/66(1)	$3,700,000	10/20/64			
	12/18/66	3,946,000(2)	10/20/64	$598,450		
	12/18/67	4,316,000(2)	10/20/64		$956,684	
	12/18/68	4,686,000(2)	10/20/64			$1,366,718
312	4/18/66(1)	3,800,000	12/18/66 (3)			
	12/18/66	4,054,000(2)	12/18/66 (3)			
	12/18/67	4,434,000(2)	12/18/66 (3)		310,310	
	12/18/68	4,814,000(2)	12/18/66 (3)			673,820
568	12/18/68	9,500,000		$598,450	$1,266,994	$2,040,538

(1) Appraisal made 4/18/66

(2) Allowance for 10% annual increase in value

(3) Assumed date of possession

The following comparison of overall cost including the aforesaid savings in land acquisition costs if the ridge route is adopted demonstrate the clear economic advantage of the ridge route over the modified adopted route:

COMPARISON OF OVERALL COST

	Ridge Route	Modified Adopted Route
Construction Cost (Including "Natural & Turbid Water System")	$15,500,000	$ 7,000,000
80 MGD Filtration Plant		8,700,000
Present Worth of Annual Operating Cost - 10 yrs @ 5%	297,000	1,260,000
Credit for Cost to be Assumed by City	(297,000)	
Credit for "Natural & Turbid Water System" Not Required if Filter Plant is Constructed		(1,273,000)
Total Construction and Water Quality Protection Costs	15,500,000	15,698,000
Additional Land Acquisition Costs - Interest on Market Value of Watershed Land Taken for Freeway (7% from date of possession)		2,040,000
Total Overall Cost	$15,500,000	$17,727,000
Differential in favor of Ridge route	2,227,000	
	$17,727,000	$17,727,000

The above comparison shows that on the basis of overall cost, including construction costs, water quality protection requirements and savings on interest, selection of the ridge route will result in a lower overall cost amounting to $2,227,000!

Although the ridge route will require 280 acres of land, as compared to only 149 acres for the modified adopted route, no additional cost for land acquisition will be incurred by reason of the City's offer to make equitable adjustments in the price to be paid by the State for taking of City's watershed lands needed for the freeway. The City's Director of Property has advised that the fair market value of the 149 acres required for the modified adopted route, including severance damages, is $1,500,000, as compared to $2,400,000 for the 280 acres required for the ridge route. The City is now prepared to accept the sum of $1,500,000 for the latter, or some $900,000 less than its full fair market value, in consideration of the State agreeing to relocate the freeway as herein requested.

III

Scenic Values Will Be Protected and Enhanced

The ridge route report of Wilsey & Ham, at pages 2 and 3, states:

> "The design maintains desirable aesthetic features such as provision of vista points, rounding of cut and fill slopes, daylighting of cuts and vertical separation of opposing roadways in areas of scenic interest. In sidehill locations, vertical separation of roadways will reduce the amount of cuts and fills with consequent economies in construction costs, minimize scarring of the landscape, and permit view from the upper roadway unobstructed by vehicles on the lower roadway."

The ridge route will preserve the scenic beauty of the area and will provide a dramatic entrance to the City of San Francisco from the south, with beautiful vistas of the verdant coastal hills and watershed lands to the west and San Francisco Bay and the East Bay hills to the east. Scenic turnouts on Water Department property will add greatly to the esthetic value of the highway project. These features of the ridge route are in accord with the Federal government's current emphasis on esthetics

in engineering construction. Most certainly the ridge route will be in keeping with the President Johnson's highway beautification program. The following statement by the President at his White House Conference on Natural Beauty on May 25, 1965 bears repeating here because it is most germane to the present controversy:

> "The importance of natural beauty cannot be easily measured. It cannot be coded for computers or calculated by economists. But it is proven beyond doubt by the history of the race, and experience of our own lives .... Today, natural beauty has new enemies, and we need new weapons to fight those enemies. They are the products of the modern world. In many ways they are the dark side of the bright achievements which have helped us to grow and to prosper and to improve our welfare. The technology which has given us everything from the computer to the teleprompter has created a hundred sources of blight. Poisons and chemicals pollute our air and our water. Automobiles litter our countryside. These and other waste products of progress are among the deadliest of enemies that natural beauty has ever known."

Virtually everyone who has had the opportunity to actually traverse the proposed ridge route and enjoy the marvelous views therefrom agrees that, from the standpoint of scenic beauty, the ridge route is vastly superior to that of the modified adopted route. Among the more prominent public figures who have expressed this view are: Stewart L. Udall, Secretary of the Interior, and Mrs. Jean Fasseler, San Mateo County Supervisor and member of the President's Citizens' Advisory Committee on Recreation and Natural Beauty.

In his report of December 1, 1966, a copy of which is attached hereto, Mr. Philip L. Rezos, City's Director of Property, has this to say about the merits of the proposed ridge route:

"The entire 4-mile section of the proposed ridge route consists of five long tangents, the maximum length being 1,500 feet for one, 3000 feet for three others and one of 4,500 feet.

This section of the freeway would have just enough curvature both horizontally and vertically to lend character to the design and provide a beautiful yet completely functional freeway, which will be a welcome pleasure to the motoring public."

In addition to the esthetic features the proposed ridge route will provide valuable incidental benefits to the public in the form of convenient access to picnic sites, recreation areas, and the old cemetery, which is an historical monument.

Since 90 percent of the cost for this highway project will be provided from federal funds, it is imperative that said funds be utilized in such a manner as to assure that the design of the highway itself will lend beauty to the area and that the scenic values of the area will be preserved, or even enhanced, if possible. This result will most certainly be achieved if the ridge route is adopted.

IV

The ridge route is in accord with the official desires of San Mateo and San Francisco Counties

The San Francisco Public Utilities Commission, through the operations of the San Francisco Water Department, is charged with the responsibility for the protection of the public water supply serving the daily needs of some 1-1/4 million persons. From the very outset the Commission has expressed its opposition to the present location of the freeway, declaring that, as a matter of policy, a satisfactory route could be constructed near the easterly boundary line of the Peninsula reservoir watersheds or crest of the hills east of the reservoirs and that said route could occupy portions of City's lands (Resolution No. 17355, June 18, 1957). Subsequently, in a spirit of full cooperation with the California Highway Commission, the San Francisco Public Utilities Commission agreed not to protest a location of the freeway on watershed lands

which was as near as practicable to the easterly boundary of such land (Resolution No. 17825, January 14, 1958). The latter action of the Commission was adopted by the Board of Supervisors as the official policy of the City and County of San Francisco (Resolution No. 315-58, April 18, 1958).

On July 23, 1958, the California Highway Commission selected, adopted and determined the location of Interstate Highway Route 280. The adopted route follows the easterly boundary of the watershed in the northerly 10-mile section from Crystal Springs Road to Ralston Avenue, but at that point it ceases to follow the easterly boundary deviating abruptly therefrom and for the next four miles the modified adopted route slashes through the watershed close to the water's edge of Upper Crystal Springs Reservoir.

When the details of the freeway's design and construction were first made known to the Public Utilities Commission in July of 1964, the Commission determined that the proposed routing of the 4-mile section along the water's edge was unacceptable from the standpoint of health, safety and the general welfare of the entire water supply system. The Commission thereupon requested the California Highway Commission to reopen the question of the relocation of the freeway route between Ralston Avenue and the southern boundary of Water Department property (Resolution No. 24292, September 15, 1964).

The Board of Supervisors of the County of San Mateo joined with and supported the City and County of San Francisco in this request (Resolution No.20373, September 15, 1964).

On October 18, 1965, the Public Utilities Commission reaffirmed its prior request that the route be relocated along the most easterly boundary of watershed lands. And, as evidence of its sincere and earnest desire to protect the public water

supply, and in consideration of the State relocating the freeway route as requested, the San Francisco Public Utilities Commission offered the following important concessions:

1. To consent to immediate possession by the State for freeway purposes.
2. To relieve the State of all liability, in so far as the City may legally do so, for damages resulting from contamination or pollution of the reservoir caused directly or indirectly by the location, maintenance and utilization of the freeway.
3. To make equitable adjustments in the price to be paid by the State for taking of watershed lands for freeway purposes.

As heretofore demonstrated it is by virtue of these important concessions which the City is now willing to make that the overall cost of the ridge route can be some $2,227,000 less than that of the modified adopted route.

CONCLUSION AND RECOMMENDATION

In summary, the ridge route is superior to the modified adopted route because:

(a) it affords a greater degree of protection against pollution and contamination of the domestic water supply serving some 1-1/4 million people.

(b) the overall cost is some $2,227,000 less.

(c) Scenic values will be protected and enhanced.

(d) it is in accord with the official desires of the local community.

Based on the foregoing cogent reasons the San Francisco Public Utilities Commission recommends that the 4-mile section of Interstate Highway Route 280 south of Ralston Avenue in San Mateo County be relocated along the alignment herein proposed. The Commission respectfully urges that its recommendation be accepted and that such action be taken as may be necessary to settle the dispute and effectuate the relocation of the freeway.

Dated December 20, 1966.

Respectfully submitted,

CITY AND COUNTY OF SAN FRANCISCO

By Thomas M. O'Connor
THOMAS M. O'CONNOR
City Attorney

William F. Bourne
WILLIAM F. BOURNE
Public Utilities Counsel

JEROME COHEN
Deputy City Attorney

CITY AND COUNTY OF SAN FRANCISCO
REAL ESTATE DEPARTMENT

OFFICE OF THE
DIRECTOR OF PROPERTY
HEmlock 1-2121, Ext. 242

450 McALLISTER STREET
CIVIC CENTER
SAN FRANCISCO 2, CALIFORNIA

December 1, 1966

Junipero Serra Freeway

Mr. James K. Carr
General Manager of Public Utilities
City & County of San Francisco
287 City Hall
San Francisco, California

Dear Mr. Carr:

We have reviewed the plan and profile of the proposed route of the Junipero Serra Freeway, the so-called "Ridge Route", prepared by the firm of Wilsey and Hamm. This route was approved by the San Francisco Public Utilities Commission and submitted to the State Highway Commission for study and review.

This plan is so far superior to anything we have yet seen that we are confident it will be finally approved by all agencies concerned. The elements of the plan that are so impressive to us include the following:

1. The easy grades, averaging under 3 per cent with a maximum of 4 per cent.

2. The small number of curves--a total of six in the 4-mile section of roadway.

   This entire 4-mile section consists of five long tangents, the minimum length being 1500 feet for one, 3,000 feet for three others, and one of 4500 feet. In fact, this section of the freeway has just enough curvature both horizontally and vertically to lend character to the design and to provide a beautiful yet completely functional freeway, which will be a pleasure to the motoring public.

3. The important incidental benefits of the vista points, picnic sites, recreation areas, and access to the old cemetery as an historical monument.

4. The excellent layout of access roads and underpasses to provide fine circulation all planned to take advantage of the natural terrain with a minimum of disturbance to the landscape.

We believe that this plan will provide the maximum benefit to the people of California with the least overall damage and cost to all concerned, protecting both the water supply requirements for the area and the responsibilities of the State Highway Department for providing modern, esthetically pleasing highway facilities for the motoring public in accordance with the standards of the federal highway program.

In consideration for the protection of the watershed provided by this alignment, this office is prepared to recommend every reasonable concession as far as right of way costs to the State is concerned. To be more specific, it is my recommendation that the right of way for this proposed route be granted to the State at a cost not exceeding the value of the right of way as proposed by the State generally along the alignment of Canada Road.

Very truly yours,

PHILIP L. REZOS
Director of Property

PLR/lk

HETCH HETCHY WATER SUPPLY

POWER AND UTILITIES ENGINEERING BUREAU

MEMORANDUM

TO: JAMES K. CARR
General Manager of Public Utilities

DATE: January 10, 1967

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

HETCH HETCHY PROJECT

Water Conditions

Storms during the first week of December added considerably to the snowpack on the City's mountain watershed. Some melting occurred which increased the storage in Lake Lloyd Reservoir whereby it was possible to continue power generation at Dion R. Holm Powerhouse which had been scheduled to be shut down on December 1, 1966.

Only a small amount of precipitation has been received since the first week of December but it is still above normal for the season to date.

Following is a summary of storage conditions as of January 5, 1967:

Reservoir	Capacity Acre Feet	Storage in Acre Feet January 5, 1967	Storage in Acre Feet January 5, 1966
Hetch Hetchy	360,400	144,175	215,823
Lake Lloyd	268,200	61,785	116,943
Lake Eleanor	27,100	2,563	1,670

Power Production

During the month of December, Moccasin and Dion R. Holm Powerhouses generated 41,820,000 and 51,612,000 kilowatthours respectively. The inflow to Lake Lloyd, due to the rains, will enable Dion R. Holm Powerhouse to continue operation at least through the month of January.

Studies for Additional Hydrogenerating Facilities

A supplemental appropriation of $55,000 for a study in detail of supplemental generating facilities for the Hetch Hetchy Project was approved by the Board of Supervisors on January 3, 1967.

Aqueduct Operation

A program to improve water quality by flushing tunnels and pipe lines at varying water flows was initiated at a joint meeting of Hetch Hetchy and Water Department personnel.

New Moccasin Powerhouse

The Purchaser of Supplies has awarded the contract for supplying the gantry crane for the new Moccasin Powerhouse to Mitsui & Co. (U.S.A.), Inc. at the price of $164,229.68.

Bids for Hetch Hetchy Contract No. 382, Construction of Moccasin Powerhouse Replacement were postponed to January 12, 1967. Amendment No. 1 to the plans and specifications has been issued. Great interest has been shown by prospective bidders on this $5.4 million project.

New Moccasin Warehouse

Warehouse walls have been poured and contractor has placed crushed rock under bottom floor slab and is installing electrical and mechanical embedded items.

Deflector Walls and Access Shaft Housing at O'Shaughnessy Dam

Rubble Wall No. 1 is now 35% complete, Wall No. 2 is 60% complete, Wall No. 3 has been deleted and Wall No. 4 is 80% complete. Work is proceeding satisfactorily on access shaft housing and in the diversion tunnel.

California Aqueduct Crossing

No work was performed during this period.

State Freeway Crossings

Contractor continues excavation work and pouring concrete for pipe encasements at Blewett Road, Chrisman Road and at the east side of proposed State Highway Crossing 10SJ-580 in the Tracy Golf Course.

San Joaquin Pipeline No. 3, Section A

On Tuesday, December 27, 1966, the contractor started excavating the approach trench for the tunnel to be constructed under the Oakdale-Waterford Highway and the Southern Pacific Railroad at the westerly end of Section "A-2", San Joaquin Pipeline No. 3. Fabrication of pipe continues.

Connection to Oakdale Manifold

Plans and specifications were advertised for bids for Hetch Hetchy Contract No. 391, Connection to Oakdale Portal and Related Work, San Joaquin Pipeline No. 3, with bids to be opened on January 19, 1967. This contract will provide for the connection of Section "A" of the No. 3 line, now under construction, to Oakdale Portal. Estimated cost of the work is $232,000.

Moccasin-Newark Transmission Line Crossing By PG & E 500-kv Line

The Pacific Gas and Electric Company is installing the second circuit of their 500-kv Tesla-Los Banos Transmission Line, which will cross the City's Moccasin-Neward Transmission Line in the vicinity of Tesla Portal. (The first circuit was installed in February, 1966.) In order to facilitate the work during stringing operations, our Moccasin-Neward Line west of Station J was de-energized commencing December 27 and the conductors were temporarily lowered at the point of crossing. It is contemplated that the construction of the transmission line crossing will take about two weeks. During this period Moccasin Powerhouse will be connected to the Pacific Gas and Electric system via Moccasin-Newark Lines to Modesto Station J, and thence via Lines 7 and 8 to Warnerville Substation.

New Don Pedro Project

The Bechtel Corporation is proceeding with the preparation of final plans and specifications for the New Don Pedro Project. A revised schedule for the Project has been prepared. It is proposed to advertise for bids on May 17, 1967 with the bid opening date set for June 28, 1967. Construction is to commence on approximately September 1, 1967.

Early Intake Dam Investigation

The firm of Clair A. Hill & Associates has completed its investigation of the leakage at Early Intake Diversion Dam which was ordered by the State Division of Dam Safety. The report states that it is their opinion that the dam is structurally safe but certain corrective measures to reduce the leakage are recommended. An estimate of the cost of the repairs is being prepared and the future role of this small dam in Hetch Hetchy operations is being evaluated. When Robert C. Kirkwood Powerhouse commences operation the bypass conduit will be utilized which will reduce the diversion dam to a minor role.

Taxes

The first installment of Hetch Hetchy taxes levied by outside jurisdictions has been paid. Total taxes on Hetch Hetchy properties for 1966-67 amounted to $296,800. $287,600 (97%) will be paid to Tuolumne County.

CANYON-CHERRY POWER PROJECT

Robert C. Kirkwood Powerhouse

Work continues on cleanup work inside and outside the powerhouse. Checking of electrical circuits is well underway and final testing of powerhouse crane and tailrace and regulating gates has begun. Turbine runner has been installed in Unit No. 2 and runner for Unit No. 1 has been shipped to jobsite.

Penstock

All penstock pipe is in place and closure piece has been trimmed and welded to tunnel liner. Work continues on valve house walls and roof.

Generators

The final grouting and alignment of Unit 1 stator and installation of air, water and jacking oil piping has been completed. On Unit 2, the installation of the permanent magnet generator and speeding switch is complete.

AIRPORT ENGINEERING AND CONSTRUCTION

Pier FF

Contractor is applying the aluminum reflector coat to the roof. All mechanical work has been completed.

Additional Operations Area, Lower Level, Pier FF

Progress on City work is delayed pending completion of tenant work in connection with this contract.

Waterproofing and Roof Drainage - South Terminal, Piers E and F

Contractor has finished concrete base for downspouts and is painting window wall base flashing.

South Terminal Baggage Facilities

Contractor has begun demolition of concrete for conveyor tunnel beneath Pier F.

Baggage Conveyor Systems 7 and 11

Fabrication has commenced but no material has been delivered to jobsite.

Alterations to Central Terminal

No activity. Efforts are being made to determine the source of moisture in concrete sub-floor.

Afterations to Pier C and D

Contractor continues work on ceiling tile for Pier D and on new partitions in Pier C.

Pavement and Utilities, Cargo Building No. 5

Inclement weather has halted grading operations on this contract.

Installation of Traffic Controls for Taxiway F and Runways 1L and 1R

Utilities Engineering Bureau personnel completed checking on wiring conditions in one unit. Redesign in progress to reduce the load in control circuits.

In-Runway Lighting, Runway 28L and Centerline Lighting of Taxiway F

Contractor is installing conduit and conductors between light transformers.

Relocation of Taxiway R

Contractor continues excavating and laying drain pipe and backfill drain on old Bayshore Highway.

Demolition and Removal of Obstructions, Runway 10R

No work this period, pending vacation of buildings to be demolished.

Construction of South Oxidation Pond and Related Work

Pump motors were delivered this week. Installation of pumps can now proceed.

Drainage & Pumping Station, South Lomita Canal

Contractor completed grading canal and applied gunite to side slopes.

Drainage Pumping Station No. 5

Concrete was placed in pump house walls.

Tenant Construction

Airborne Freight	Plot 10A, New Building Construction
Canadian Pacific	Ticket Counter Facilities
Christian Science	Reading Room
Federal Aviation Agency	Approach Light System with sequenced flashing lights
Interstate Hosts	South Terminal, Facilities Modification
Federal Aviation Agency	New Localizer - Runway 28L
S. B. Hicks	South Terminal Candy Shop
Pan American	Operations Annex Building, Plot 1-c
Pacific Airlines	Underground Fuel Tanks, Plot 11 Maintenance Base Facilities, Plot 11
United Airlines	Building 84 Expansion, Phase III Building 84, Plating Shop Maintenance Base, New Entrance Area Modification to Hangars 1 & 2 and Bldg. 3 Expansion of Electrical Distribution System Expansion of Plasma Arc Facilities Mezzanine Floor Addition in Building 84
U. S. Post Office	New Post Office, Plot 10-B
West Coast Airlines	Modification to Gate Room 41 & Passenger Loading Bridge
WTC Freight	Air Cargo Building No. 1

Water Pollution Control

A Fish and Game Department complaint that Drainage Pumping Station No. 4 may be discharging oil into the Bay was investigated. It was determined that the oil did not come from this station. A recording voltmeter has been temporarily installed to record operation of the pump to provide data for the Water Quality Control Board.

Industrial wastes that by-passed the North Oxidation Pond during the last rain storm caused some problems with the bio-assays taken during this period. This was remedied by the replacement of the stop-logs in the canal outlet.

A meeting was held with the City of San Bruno to discuss the treatment of Airport sewage at the South San Francisco Sewage Treatment Plant. This joint venture for sewage treatment is being closely followed by the Regional Water Quality Control Board since the Airport has frequently been in violation on detectable sulfide odors.

Federal Aviation Agency

Notice has been received from the Federal Aviation Agency that a tentative allocation of $1,294,632 has been approved for San Francisco International Airport for fiscal year 1967

Heliport

Agreement was reached with SFO Helicopter Airlines on the layout plan for the Heliport. Staff met with Port Authority on additional space requirements along the Embarcadero, which was taken under advisement by the Port Authority. Acknowledgement of receipt of application for the interim Heliport site, north of the Ferry Building, was received from the State Division of Aeronautics. Interested public utilities and other agencies were requested to submit comments on the application.

Bids Received

	Contract No. and Title	No. of Bids	Low	High
A-470	Grading for Glide Slope Facility	10	$22,988	$32,156.25
A-474	Modification of Station "I" (Informal)	13	$ 3,944	$ 6,670.00
A-475	Partition for Air Cargo Building No. 3 (Informal)	9	$ 1,966	$ 3,100.00

Plans and Specifications Completed.

	Contract No. and Title	Estimated Cost	Status
A-467R	Replacement of Effluent Line at Sewage Treatment Plant	$ 6,000	Awaiting approval on Bids
A-462I-2	Replacement of Gas Appliances, Field Lighting Building	4,900	Bids due January 19, 1967
A-456	Pier "D" Signs (Informal)	2,500	Bids due January 5, 1967
A-455	Alterations to Sewage Pumping Station No. 2	7,500	Work to be done under resolution of emergency
A-482	Additional Directional Signs, Terminal Buildings	3,000	Work to be done under resolution of emergency
A-473	Installation of Entrance Controls, Parking Garage	35,000	Bids due January 5, 1967

MUNICIPAL TRANSIT SYSTEM ENGINEERING AND CONSTRUCTION

Installation of Exhaust Fans

Two bids were received on December 10, 1966 for Municipal Railway Contract No. 510, Installation of Exhaust Fans, 24th and Utah Shops. The contract for $4,686 has been awarded to the low bidder.

Relocation of Trolley Coaches

Receipt of bids was postponed until January 19, 1967 for Municipal Railway Contract No. 522 for the relocation of trolley coaches from Mission to South Van Ness, and 16th to 17th Streets. This work is necessitated by pending construction by BARTD and all costs will be borne by the District.

Painting - Fillmore Substation and Geary Carhouse

Contractor is painting the Geary Carhouse and Fillmore Substation. Work is on schedule.

Overhead for Southern Freeway at 18th Street

Work is essentially complete except for final adjustments.

Pole Relocation for Clay Street Widening

Material has been ordered but no field installation has been permitted.

Visitors Facilities, Washington-Mason Cable Car House

Phase III Plans were approved by the Art Commission for this facility. It is anticipated that final plans and specifications will be completed shortly for advertisement of bids.

Embarcadero Plaza Terminal

Preliminary layouts for the Municipal Transit System coach facilities in the Embarcadero Plaza of the Ferry Park have been prepared. Working drawings and specifications will be started as soon as funds are available from the Recreation and Park Department.

Bay Area Rapid Transit District

Discussions continued with BARTD on the Balboa Park Station relative to relocation of existing Muni facilities consisting of the paint shop, other maintenance shops, and the access ladder track to the shops.

UTILITIES ENGINEERING BUREAU

STATUS OF CONSTRUCTION CONTRACTS

January 1, 1967

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Hetch Hetchy					
HH-331	Kirkwood PH Generators	$ 842,394	1	93	100
HH-375	Concrete Encasement at Three Road Crossings	127,415	18	56	60
HH-376	Kirkwood Powerhouse	4,419,677	1	99	100
HH-377	Kirkwood Penstock	2,342,000	8	90	100
HH-379	San Joaquin Pipeline No. 3 Section "A"	5,656,941	2	2	15
HH-392	Spillway Deflector Walls, O'Shaughnessy Dam	123,122	16	28	33
HH-397	New Moccasin Warehouse	109,987	34	50	40
HH-401	Electrical Utilities and 230 KV Towers at Moccasin	37,410	15	15	35
Airport					
A-252	Drainage Pumping Station South Lomita Canal	178,112	17	70	97
A-348	Pier FF	710,718	1	99	100
A-354	Alterations to Central Terminal	1,255,561	0	99	100
A-382	Demolition and Removal of Obstructions - Runway 10R	26,573	0	75	100
A-387	Alterations to Piers C and D	135,944	14	22	50

(Continued)

Contract No.	Title	Contract Amount	% Complete Last Month	% Complete To Date	% Time Elapsed
Airport - Cont'd					
A-396	In-runway Lighting 28L and Centerline Lighting Taxiway J	231,594	24	45	100
A-433R	Waterproof & Roof Drainage So. Terminal Piers F & G	41,943	6	50	100
A-434	Traffic Control for Taxiway F Runways 1L and 1R	9,677	0	50	100
A-440R	Baggage Conveyor Systems 7 & 11 South Terminal Building	45,375	0	0	33
A-450	South Oxidation Pond	32,400	9	89	100
A-451	Pavement Reconstruction Taxiway E	219,307	Awaiting Certification		
A-452	Apron Pavement for Cargo Bldg 5A	216,497	0	8	50
A-459	Add Operations Area Lower Level Pier FF	18,743	16	36	100
A-464	Relocation of Taxiway R	106,151	15	18	100
A-465	Drainage Pumping Station No. 5	43,835	12	45	41
A-470	Grading for Glide Slope Site - Runway 28L	22,988	Awaiting Certification		
A-471	South Terminal Baggage Facility	24,120	3	3	22
A-479	Recondition light fixtures South Terminal	4,271	Awaiting Certification		
Transit System					
MR-491	Overhead Construction Detour - 18th at Freeway Extens.	41,317	0	90	100
MR-501	Re-roof Washington-Mason Cable Car Barn	10,722	15	100	100
MR-506	Painting - Fillmore Substation and Geary Carhouse	26,030	15	71	93
MR-509	Pole Relocation for Clay St. Widening	8,470	0	0	100
MR-510	Exhaust System 24th and Utah Shop	4,686	Awaiting Certification		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

January 6, 1967

Contract No.	Title	Contract Amount	Authorized Payments To Date	Percent Com-plete	Percent Time Elapsed
WD-1180	BDPL No. 4, Sec. A & Alameda Creek Siphon No. 3	$5,034,520.00	$4,437,439.60	98	114
WD-1190	Constr. of Crystal Springs Bypass Tunnel & Appurtenant Work	8,616,850.00	674,760.33	14	11
WD-1192	Constr. of McLaren Park Pump Station	119,387.64	76,777.02	87	135
WD-1210	Constr. of San Antonio & Sunol Pumping Stations	1,258,500.00	174,797.23	20	63
WD-1240	Constr. of 60" San Antonio P/L & 36" Sunol P/L	1,018,651.25	707,872.39	88	65
WD-1249	Elevator Installation, 425 Mason St., San Francisco	79,765.00	14,236.64	26	46
WD-1268	Excavation & Repaving for Water Service Renewals	77,560.00	11,683.26	54	47
WD-1279	Excavation & Repaving for Water Service Renewals, No. of Army St.	41,750.00	None	15	23

Following contracts completed since last report:

WD-1260	Constr. of Irrigation System at Merced Manor, Stanford Hgts. & U.M Reservoirs - December 29, 1966.
WD-1269	Laying 6" CIM in Mississippi St., No. of 25th St. - December 23, 1966.
WD-1273	Laying 8" CIM in Iowa St., South of 22nd St. - December 21, 1966.
WD-1275	Laying 8" CIM in 5th Avenue, north of Lake St. - December 13, 1966.
WD-1267	Excavation & Repaving for Water Service Renewals - December 8, 1966.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley, Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION SPECIAL MEETING

January 11, 1967

Room 428
Airport Conference Room
Central Terminal
San Francisco International Airport

9:00 a.m.

COMMISSIONERS

Oliver M. Rousseau, President

Thomas P. White, Vice President

Stuart N. Greenberg

Thos. F. Stack

James K. Carr
GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn
SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to order.

Present: Commissioners Oliver M. Rousseau, Thomas P. White, Stuart N. Greenberg

Absent: Commissioner Thos. F. Stack

Pledge of Allegiance was led by Commissioner Greenberg.

Purpose of Meeting: Consideration of alternatives for International Airport expansion in view of failure to obtain two-thirds vote in favor of Proposition A on the November 8, 1966, ballot.

Commissioner Rousseau called the meeting to order.

Commissioner Rousseau introduced newly-appointed Supervisor Joe Beeman; Supervisor Jack Morrison, the chairman of the Board of Supervisors Finance Committee; and Chief Administrative Officer Thomas J. Mellon. Controller Nathan B. Cooper arrived shortly after and was introduced by Commissioner Rousseau.

For the purpose of discussion, Commissioner Greenberg moved that the Airport bond issue proposition to meet the revised program of development of SFIA as recommended by the General Manager of Public Utilities be adopted.

Commissioner White seconded.

Mr. Carr thanked the business spokesmen, airline representatives, and City officials attending, including:

Daniel C. Meenan, Vice President United Air Lines, in Charge of Property and Facilities, Chicago
Don Fazackerley, Down Town Assn., President
William Dauer, Chamber of Commerce, Executive Vice President
Lloyd A. Pflueger, Down Town Assn., Manager
Members of Airlines Negotiating Committee

Mr. Carr pointed out that the Airport Bond Issue of $95.5 million on the November 8, 1966 ballot failed to obtain the necessary two-thirds vote by only 7/10 of one percent (161,859 to 63,695 votes). This overwhelming majority vote indicates the City should continue to develop plans to expand the Airport, said Mr. Carr.

In line with the Commission directive under Resolution on November 22, 1966, that the General Manager of Public Utilities submit a report not later than January 31, 1966, specifying the more critical needs for action with respect to the Airport, as well as the advisability of resubmitting the bond issue proposal-- Mr. Carr said he intends to have such a report for the Commission at its January 17, 1967 meeting.

Because of the urgency in point of time to meet definite capacity crises at San Francisco International Airport, he stated that he and staff are firmly convinced--in view of its unique load-growth problem which represents the capacity crises in airports all over the United States--that San Francisco should keep an Airport bond issue completely separate from any other bond issue in the future and should concentrate on that because of its importance to the economic life of San Francisco.

For purposes of discussion he said he had a memorandum prepared setting forth a tentative six-year construction program, which assumes a certain allocation of Airport revenues this year and a $98 million general obligation bond issue for the November 1967 ballot.

Mr. Carr said in view of the importance of this matter, it seemed better to call this meeting, hoping people deeply concerned would speak frankly in expressing their views, then with this information at hand, he would be able to do a much better job on his January 17th formal report to the Commission.

Mr. Carr stressed one thing, in Airport Manager George F. Hansen's memorandum of January 9, 1967, it was stated that a revised projection of revenue gives assurance that debt service on a $98 million bond issue can comfortably be met on the basis of a 15-year amortization period. Mr. Carr said Mr. W. J. Dwyer, Accounts Bureau Director, had reviewed this, and there is no question that this amount of money can be repaid comfortably under a new projection of revenues. The increment average of 9.5% has been moved to 12%. Mr. Carr believes the 12% will show the people interested in bonds that we are being conservative in our projections.

The Board of Supervisors and the Public Utilities Commission cannot risk making the airport a deficit utility under the Charter, so any program of this kind should be one that all clearly understand. The program will move as fast as possible but we cannot put the airport in red at any time.

Mr. Carr said that there will be probably 20 million passengers coming through the airport in 1972 or 1973. This is more people than has ever been through any airport in the history of the world. Beyond that, Mr. Carr said, San Francisco should push forward with the regional airport studies which have been begun with San Jose and Oakland. What we have in the Bay Area is the beginning of a regional airport system: San Francisco, Oakland, San Jose--and possibly Travis, Richmond, and one in Sonoma, but these are a way down the road.

Mr. Carr said San Francisco International's cargo business is just about one hundred times what it is in the neighboring airports. All of our problems, fortunately, are problems of growth and can be licked.

Commissioner White said he would like to go over the entire matter slowly, step by step. He requested that Mr. Carr's memorandum be read aloud, and then Mr. Hansen's report of January 9th, and then call on Mr. Hansen to explain the details of the program, and lastly go into the financing. He said he didn't want to proceed on the assumption that this is the policy--he wanted the people present to express their opinions and ideas with regard to the program itself, issuing of general obligation or revenue bonds or other means of financing. He said he wanted to know the areas where there was agreement or disagreement.

Mr. Carr then read his memorandum aloud.

Mr. James J. Finn, Secretary and Assistant General Manager, read Mr. Hansen's memorandum aloud down through the 6th paragraph on Page 2.

Commissioner Rousseau then asked if there were any questions from the audience at this point. None were asked.

Mr. Hansen then went through the schedule of development and estimated costs. He explained how each were proposed to be funded from unappropriated revenue, from budget allocation or from Proposed Bond Issue Resubmission.

The contingency figure for escalation he said reflects roughly 2-1/2% of the original $95.5 million figure. He said this was spread over five years, putting $500,000 into each year.

Mr. Hansen stated the program is subject to further refinement and improvement.

Mr. Hansen said the most important matter is to obtain the facilities for the 747 jets, and also to relieve the congestion on Pier D. He stated he hoped to have two B-747 positions on the end of Pier E for National & American. On the international pier Pan American will probably take delivery of this larger aircraft and it would be expected to have two positions on Pier G in late 1969, and at the same time develop Satellite FF for operations of Trans World Airlines and Western. They should be operating that type of aircraft by then.

The reason enlarging these older piers is recommended is that construction of the North Terminal cannot be started until the cargo area has been relocated. Provisions must be made for additional parking as the North Terminal will take the plot 2 area. Thus the necessity for construction of the interim cargo facilities, and to get the garage area built.

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Mr. Carr said in the basic plan we are going to have the most convenient compact airport of any major city in the United States. Mr. Hansen, working with Mr. Ray Kusche of Quinton Engineers has put in additional money with the idea of installing some type of horizontal elevator to get passengers to the satellite; also money is included for some architectural control, to employ an architectural firm to review and control so that every item blends esthetically.

He said some very sophisticated type of baggage handling will have to be installed.

Mr. Carr stated the 747 is going to be so widely used that provision must be made for as many gate positions for them as possible, on piers F, FF, G, as well as in the North Terminal.

Commissioner Rousseau asked for questions from the Commission.

Commissioner White asked if money for baggage handling improvements in the garage was included.

Mr. Hansen explained this project is planned for the 1st half of 1967, using $125,000 from unappropriated revenues, in addition to $415,000 already provided under the 1962 Airport Garage Bond Fund. The plan is to install two outbound belts to each terminal (central and south), and judge public acceptance of the facility before starting installation of the baggage system from the field side to the garage.

Mr. Finn then read the balance of Mr. Hansen's memorandum relative to the recommended method of financing.

At this point Controller Nathan B. Cooper commented.

He said the program is a very ambitious one, as was the one before the electorate last November. When he reviewed that program for some $95.5 million it was concluded it could well be financed within the revenues of the airport on a 15-year basis.

Mr. Cooper said certain features perhaps may have to be extended to 20 years. In any event, he would offer for the Commission's consideration that the non-profit corporation approach is probably the least most attractive. He said he would use that as a last resort. If all other things fail, however, the airport still has to be improved to accommodate the cargo and passenger growth, in which event a program for non-profit corporation financing may have to be arranged. However he said he didn't think it would come to that.

Next least desirable method of financing would be revenue bond financing according to Mr. Cooper. This takes a longer term because of the large reserves that have to be built up because of the interest on redemption.

Mr. Cooper came back to the general obligation bond issue approach. He said this is the one method his office has always favored and he personally has always favored. It is the least expensive and definitely the most desirable. In this approach the bonds are sold only as they are needed. In revenue bond approach all of the bonds would have to be sold at once in order to guarantee completion of the project.

In the program worked out, in the five years between 1968 and 1972 all of the money is scheduled for construction. We may however run into trouble and not need it all until 1973 or 1974, in which event the sale of the bonds can be so scheduled, stated Mr. Cooper. In any event there would be little doubt the debt service can be paid from the revenue at the airport. Mr. Carr said it is very encouraging when the Controller says we might have a 20 year amortization period on some items. Mr. Cooper said all have witnessed a tremendous expansion of the Airport. Several years ago before we entered World War II we had an administration building we thought was going to last 30 years -- that was the ultimate. We did not wait for the war to be over -- we had to get a new one. Another Central Terminal building was planned. We thought that would last but we had to go to the south terminal. In normal planning, an office building would be good for 40 years, perhaps 80 years - but the airport business soon makes these structures not useful to accommodate the advancements in aircraft and air travel. So for these facilities Mr. Cooper said he would like to hold redemption period of the bonds to 15 years. On other facilities, such as sewage disposal, taxiways, runways, the fill, those

facilities which are of a permanent nature, the redemption period can be stretched out.

Mr. Thomas Mellon, Chief Administrative Officer, said no serious questions occurred to him at this time. The need is very apparent - he will be concerned only with the matter of priorities in the matter of bond issue. He said he was interested and impressed with the information given by Mr. Hansen relative to the growth which of course points to the need for immediate expansion.

At 10:20 A.M. the Commission called a recess.

Mr. Carr explained the difference between the $95.5 million proposed last fall and the $98 million now proposed. He pointed out that the program of last November included in addition to the $95.5 million bond issue some $3 million or so from airport revenues. The present program also includes airport revenues. Actually, according to Mr. Carr, the proposed bond issue of $98 million plus the expenditure of airport revenues means that the present program will amount to an increase of some $5 million over last year's proposal.

Mr. Hansen added the need is largely in the area of providing facilities for 747's to the extent we had not anticipated a year ago.

Mr. Don Fazackerley said he arrived a little late and he had no chance to catch up on details, but the plan appeared to be completely consistent and in fact improved over bond issue submitted last year. However, he pointed out two words were not mentioned: bay fill and regional airport planning. In his view the 200 acre fill indicated in the plan is most necessary and desirable and consistent with the best use of bay land and certainly contributing to the development of the entire region.

Relative to the regional airport, he said he viewed this complex as today's airport to meet today's needs. Mr. Fazackerley said November 1966 would have been an ideal time to begin the program, and it is recognized that they so supported that view. So, he felt that we are already running a little late. He said he was encouraged in the fact that the ingenuity of the staff and Commission has developed the use of reserves to cut the lead time that might have been lost in terms of the project. The regional question, he believed, can be resolved. For this airport in its form as we see it illustrated will be an integral part of the regional plan said Mr. Fazackerley. No matter whose plan, no matter whose jurisdiction, he said he thought all of us have an open mind on the question of what that jurisdiction might be.

He expressed concerned about the November 1967 election. It is perfectly obvious the natives are restless, the taxpayers are concerned. They have shown it in the past election. Before 1966 there was some trace of it and it was apparent and hopeful it would go away in 1967. 1967 in San Francisco is going to be a rough year. Supervisors running for election will have some opposition. There will be a difficult Mayor's election; probably no holds barred according to Mr. Fazackerley. It makes it more difficult to present with clarity, understanding and simplicity to the voters that this important amount of money needs to be spent in another county for what is generally termed a business proposition. He said he didn't think anyone in this room considers

it will be otherwise in the future. The airport has passed the days of tax support in San Francisco.

However, he said he hoped the Commission would have an open mind as to the possible reduction of the issue, perhaps thru non-profit approach in order to reduce size in order to recast it for the voters so they might take a more sympathetic approach to it. Mr. Cooper has given it attention; Messrs. Hansen and Carr, according to Mr. Fazackerley would prefer not to go the non-profit route because it is much more complicated. However, the non-profit approach should not be ruled out. There are some parts of the proposed project that could be financed, and properly so, by this method. It is recognized that ten years ago the airlines would not hear this comment without objecting loudly. The airlines today because of the urgency of taking care of the public will probably do anything reasonable -- or perhaps even unreasonable -- to provide guarantees and assurances that funds expended for these purposes will be repaid.

Mr. Fazackerley said he approved thoroughly of the plan -- he supported it last time and will support it this time. He had reservations about the ability to pass the bond issue in a difficult election year. Never lose track of the fact that only about 10% of the voting population uses the airport in travel terms and another 10% might be affected directly through incidental relations. The electorate has never been wildly enthusiastic about airport matters -- they have supported the airport but it was usually a grudging thing.

A big job has to be done. The figures are there; the need is there. Certainly the business community of San Francisco cannot exist without the development of this project for today's aviation problem, stated Mr. Fayackerley.

Commissioner White, commenting on the regional airport subject, said Mr. Carr had touched on this in his opening remarks. However, Mr. White said, it goes without contradiction that the Commission has an open mind with regard to this regional airport as it does with other regional things. He stated it was his opinion, with past performances as a criteria, if this idea were started today something constructive in this regard might be reached by 1981 or 1982. A regional airport, or regional anything else, in his mind is very far away. The necessity is to take care of today's situation for at least 1 1/2 or 2 years from now, so San Francisco doesn't fall behind. It is incumbent upon the City to progress as best it can with the tools it has. The regional airport idea has not been shunted aside, he said he would like to see it and hopes he lives to see it.

Mr. William Dauer, Chamber of Commerce, commended both Mr. Carr and Mr. Hansen on what seems to be a very comprehensive study. The Chamber had hoped a bond issue could be submitted before November, but are certainly willing to go along with the November issue. The Chamber has supported it in the past; will support this one. They will do whatever is necessary to submit it to the public. The Chamber thinks optimistically this can be passed; thinks the public will buy it. Everyone learned some lessons from last time. Looking at the pessimistic side, he asked what kind of plan could be followed in the event the public votes no, what alternative plan is there in mind?

Mr. Carr said if a bond issue should fail, there are revenues this year which are much greater than we had anticipated earlier. In order to be conservative we have adopted this projection of 12% per year, and there will be substantial revenues this year. But it should be made clear we can't build structures like north terminal and south satellite with revenues alone. Another encouraging thing - discussions are going on relative to federal loans to assist airports. That might be possible. Mr. Carr said he discussed with Mr. Cooper the possibility of writing the bond issue to cover the possibility of taking advantage of government money if it becomes available.

Mr. Dan Meenan of United said he would go through this program, as presented, with his Committee within the next two weeks and come back to the Commission with any recommendations.

Mr. Charles Gregg of Pan American, expressed appreciation for the excellent work done by Mr. Hansen and staff working under most difficult circumstances. The program as outlined appears excellent. He expressed some concern about the time schedule, and stressed the need for the airport's readiness for the 747's. He said one of the reasons Pan American took the approach of the non-profit corporation was to relieve the Airport so that available revenues could be put into engineering. His company stands ready to cooperate.

Ray Kusche of Quinton Engineers said, as a member of the planning team he concurred generally with the program being presented. He said he thought perhaps it was a good thing this had been delayed ... now they know more about the 747's. He said the program was excellent. He then pointed out, with regard to additional funds for improvement of the "fingers," only two for 747's were shown on the rendering, but they would be all around on the terminal; all cannot be accommodated at one position. Quinton suggested to Mr. Hansen the necessary additional money be included to put the 747 at many locations. Mr. Kusche also said with regard to escalation on construction costs, the additional percentage must be included in view of what has transpired the last year or so. Commissioner Greenberg, for the purpose of discussion, brought up the subject of a June election. He asked if anyone present wished to discuss this aspect. Commissioner Rousseau said this would be taken into consideration. One of the dangers might be a light vote, he said.

Mr. Carr made two comments. He felt a decision of this kind ought to be made by people experienced in these matters, rather than by staff and he personally recommended the November date because with the funds available for what can be done now, the difference in time of 5 months, doesn't mean we will actually lose that must time, at best there would be a gain of two or three months. The extra months can be used to put together a campaign of which everyone could be proud. No one can afford to rush into a June election without doing a first-class job of acquainting the people of San Francisco. However, the decision in the final analysis is a decision for the Board of Supervisors of San Francisco after having received recommendations from the Mayor, Controller, et al.

Mr. Thomas Mellon expressed concern about the June date with getting out the vote with only one issue on the ballot. Al Kaiser of United, representing the Airlines Negotiating Committee, said all the airlines certainly concur in the urgency of the matter.

The Airport does have to be developed for the community's and airlines' well-being and the well-being of air commerce in the area. Mr. Hansen and staff have done a remarkable job of putting the schedule of the program together. If we have any comments, we will discuss with Mr. Hansen before the Commission's meeting.

Commissioner White moved that the General Manager of Public Utilities be authorized to present his recommendation on January 24, rather than January 12, 1967, at which time the Commission would take it under consideration.

Commissioner Greenberg seconded; the motion carried on roll call.

Commissioner White thanked all for coming - said he would be calling upon them later for aid and assistance because each of the Commissioners fully recognizes the acuteness of the problem of successful operation of the San Francisco International Airport.

THEREUPON THE MEETING ADJOURNED.

James J. Finn

MEMORANDUM

January 10, 1967

TO: Members of the Public Utilities Commission
Commissioner Oliver M. Rousseau, President
Commissioner Thomas P. White, Vice President
Commissioner Stuart N. Greenberg
Commissioner Thos. F. Stack

FROM: General Manager of Public Utilities

SUBJECT: Program of Expansion
San Francisco International Airport

You, by Resolution of November 22, 1966, directed me to report on the above subject as soon as practicable, but not later than January 31, 1967.

It is my intention to submit such a report to you on January 17, 1967, with recommendations for expansion of the International Airport in the manner provided for under Section 121 of the City Charter.

Because of the urgency in point of time to meet a capacity crisis at the International Airport, I am reporting on this first. I shall report on the Municipal Railway problems later.

The purpose of this memorandum is to present for discussion purposes a tentative six-year construction program which assumes a certain allocation of Airport revenues this year, and a $98 million General Obligation bond issue for the November 1967 ballot. These steps would enable us to meet financing needs for construction until 1972.

At a special meeting of the Commission now scheduled for 9:00 a.m., Wednesday, January 11, 1967, we hope to have your views on this tentative program so we may benefit from your advice and suggestions regarding the most effective manner for meeting the burgeoning airport expansion needs. Certain air line representatives and others with a direct interest have been asked to attend the meeting and acquaint themselves with the program.

Your attention is called to the attached memorandum and other material sent to me on January 9, 1967 from George F. Hansen

General Manager of the International Airport, which explains in much more detail the suggested construction program and cost estimates.

Your special attention is called to Mr. Hansen's statement:

> "A revised projection of revenues gives assurance that debt service on a $98 million bond issue can comfortably be met on the basis of a 15-year amortization period."

William J. Dwyer, Director of the Bureau of Accounts, concurs with Mr. Hansen's findings based on the recent larger volume of traffic.

The $98 million bond issue, therefore, can be repaid from revenues without any burden on the taxpayer.

The suggested program would place San Francisco International Airport in a position to accommodate the B-747-450-passenger jets and the S.S.T.-Supersonic jets which are now on order. The 450-passenger jets are scheduled for delivery in 1969.

The program as outlined will boost the airport's nominal capacity from 12 million passengers a year to 20 million passengers a year, which volume is presently projected for 1972 or 1973. Passenger traffic for twelve months as of June 30, 1967 will doubtless be about 11,300,000 passengers in and out of the airport.

Mr. Hansen's memorandum contains a number of other important facts which should help you make a judgment about the nature, scope and timing of the Airport Expansion program. I commend these to you and respectfully request your advice on the manner in which we can best proceed to meet the impressive passenger and cargo load growth at San Francisco International Airport.

JKC:AW James K. Carr

SAN FRANCISCO INTERNATIONAL AIRPORT
(Municipally Owned)
SAN FRANCISCO, CALIFORNIA 94128

CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION
AIRPORT DEPARTMENT

San Francisco—761-0800
Peninsula—JUno 8-4200

January 9, 1967

Subject: Proposed Program of Development
San Francisco International Airport

Mr. James K. Carr
General Manager of Public Utilities
287 City Hall
San Francisco, California

Dear Mr. Carr:

The accompanying attachments will provide you, the Commission and other interested individuals with explanatory details on the proposed program of future airport development.

Funding from unappropriated revenue in amount of $5,795,000 and from the proposed bond issue in amount of $98,000,000 results in a grand total of $103,795,000.

Details are as follows:

From unappropriated revenue in Fiscal Year 1967	$1,305,000.	
From Fiscal 1967-1968 Budget	4,490,000.	
		$5,795,000.
From Bond Funds:		
1968	$23,600,000.	
1969	22,480,000.	
1970	20,020,000.	
1971	23,650,000.	
1972	8,250,000.	
		$98,000,000.

We have compressed the bonding program to five years, as compared to a six-year schedule in the instance of the prior $95,5 million issue.

A revised projection of revenue gives assurance that debt service on a $98 million bond issue can comfortably be met on the basis of a 15-year amortization period.

Passenger volume for fiscal year 1967-68 is now estimated at

12,500,000 passengers, as compared to an estimate of 11,000,000 made one year ago. With average increments of 12% per year, the airport will reach the 20,000,000 mark by 1972-73.

The total of $103,795,000 represented by combined unappropriated revenue, budget items and bond funds is $8,295,000 more than the prior bond issue proposal of $95,500,000. This has been rounded out to $8,500,000, with increased allocations as follows:

Modification to Pier E	$1,000,000.
Modifications to Piers D and G	1,000,000.
North Terminal construction	2,500,000.
Satellite F - FF construction	1,500,000.
Contingency for escalation in construction costs	2,500,000.
Total	$8,500,000.

The foregoing figures are estimated increases arrived at after consultation with Mr. Ray Kusche, president of Quinton Engineers, Ltd., whose firm developed the original cost estimates.

The principal reason for these escalated costs is to provide adequate facilities for the B-747 and supersonic jets--primarily for aircraft positions, holding areas and enlarged baggage handling systems. In the past year (since preparation for the $95.5 million bond issue) these requirements have become more definitive and will necessitate a greater capital investment in structures and facilities.

The contingency for escalation in construction costs reflects roughly 2 1/2% of the original $95.5 million bond issue. With a year's delay in getting the development program under way, it is felt that this is a conservative safety factor to take care of increased costs.

It must be realized that the recommended program is quite general in its form of presentation. Following its adoption, the scheduling of the various projects and related costs will be subject to intensive refinement.

The recommended method for major financing is by means of a general obligation bond issue. The motivating factors are less cost, shorter amortization period, maximum availability of funds, and greater flexibility in carrying out the construction program. Following are brief notes on financing procedures which were given consideration:

General Obligation Bonds:

1. Require 2/3 majority vote.

2. Lower interest rate (at least 1/2 of 1% less than revenue bonds.

3. Potentially shorter amortization period and therefore less costly total debt service.

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4. Greater and more flexible fund availability.

5. Better assurance of sufficient unappropriated surplus for additions, betterments, reconstruction and replacements.

Revenue Bonds:

1= Require simple majority vote.

2. Require permissive Charter amendment.

   Such Charter amendment could also serve to exclude such bonds from the City's bonded debt limit (12% of the assessed value of all real and personal property in the City and County subject to taxation for City and County purposes).

3. Higher interest rate than general obligation bonds (at least 1/2 of 1% higher).

4. Longer amortization period, and therefore, a more costly total debt service.

5. Require a reserve from net revenues after operating expenses equivalent to 1 1/4 times the obligated debt service. (Existing debt service plus the obligation from a $95.5 million bond issue would require maintenance of a reserve estimated at $10 million).

6. Reserve and debt service requirements would reduce the amount of bonds that could be sold in any given year and thus impair the urgent implementation of the airport's expansion program.

7. The funding requirements of a revenue bond issue would also tend to reduce the available unappropriated surplus necessary for year-to-year additions, betterments, repairs and replacements.

Non-Profit Financing:

Bonds in connection with Pan American's non-profit financing program were currently sold at a 4.7% interest rate. This is equal to the estimated cost of revenue bonds and at lease 1/2 of 1% more than the cost of general obligation bonds.

Under the non-profit corporation's procedures, the City, if desirous of obtaining funds through the non-profit financing method, would be required to assign its tenant leases to the corporation as security for the sale of requisite bonds.

The infeasibility of non-profit financing is highlighted by the

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following factors:

Improvements to roadways, runways, taxiways, navigational aids and operational facilities totaling in excess of $15 million would not be revenue-supported and therefore ineligible for non-profit financing.

Improvements to existing structures (i.e., Piers D, E and G) would probably not produce sufficient new rentable areas to generate required revenue to amortize non-profit bonds.

It would be difficult, if not impossible, to segregate revenue from one section of the proposed garage expansion.

The cargo center would not be revenue-producing for 5 - 6 years and it would be impracticable to execute required leases prior to that time in order to underwrite non-profit financing.

The North Terminal construction will take three years and, as in the case of the cargo center, it would not be possible to execute prior leases which would be required for assignment to the non-profit corporation.

General Comments on Financing:

Following are some comparative interest payment figures on a bond issue in amount of $95.5 million:

Type of Issue	Amortization Term	Rate of Interest	Total Interest Cost
General Obligation	15 Yrs.	4%	$30,987,400.
General Obligation	15 Yrs.	4 1/2%	34,860,825.
Revenue	20 Yrs.	4 1/2%	42,376,500.
Revenue	20 Yrs.	5%	47,085,000.

Kansas City has just floated an airport revenue bond issue at an interest cost of 4.8%. It is apparent from preliminary studies that San Francisco could not amortize a revenue bond issue in less than 20 years. It would therefore cost at least an additional $15 million in interest, as opposed to a 15-year term general obligation bond issue.

Very truly yours,

George Hansen

George F. Hansen
General Manager

GFH:IH

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SAN FRANCISCO INTERNATIONAL AIRPORT

Schedule for proposed allocation of unappropriated revenue

Unappropriated Revenue as of December 1, 1966		$6,167,060.
Less appropriation requests approved by the PUC and presently before either the Mayor or Board of Supervisors:		
Fill for Runway 28R	$3,400,000.	
Downtown Heliport	151,000.	
*Engineering on modifications to Piers D and E	330,000.	
Two additional employees (Garage)	11,680.	
		3,892,680.
Balance		$2,274,380.
Less the following projects presently being negotiated and to be covered by appropriation requests prior to end of Fiscal Year 1967:		
Sewage Treatment Plant expansion	$ 650,000.	
San Bruno Flood Control Project	327,000.	
Pulper Extractor (garbage disposal)	33,000.	
*Timber overpass, main entrance road including services of roadway and traffic engineering consultants	180,000.	
*Initial cost of architectural design and engineering development control (airport development program)	45,000.	
*United Air Lines North Concourse Extension, with 2 - 3 new aircraft gate positions	750,000.	
Baggage Conveyor System - Garage	125,000.	
		$2,110,000
Balance		$ 164.380

*Projects included in proposed program of airport development.

Estimated surplus revenue from the proposed fiscal 1967-1968 budget is $4,362,500, to which can be added an estimated carry-over surplus from fiscal 1966-1967 of $1,237,000, for a total of $5,599,500.

Projects to be included in our fiscal 1967-1968 budget submission to make effective use of these funds are as follows:

Modifications to Pier E	$1,530,000.
Advance engineering on next third of Garage expansion	1,000,000.
Employee parking lot (beyond Plots 13,14)	170,000.
Advance planning - remainder of interim cargo facilities	250,000.
Advance engineering, Pier G remodeling	390,000.
Expansion of apron areas and related taxiways for extended piers	1,150,000.
	$4,490,000.

This will leave an estimated balance of $1,109,500 in the airport's fiscal year 1967-1968 unappropriated revenue account which will be available for general airport improvements and unforeseen projects.

The recommended use of unappropriated revenue and the proposed inclusion of indicated projects in the fiscal 1967-1968 budget submission will make it possible to carry out the proposed 1967 program of airport development and pick up in 1968 with use of bond funds as set forth in the accompanying schedule.

GFH:IH
1/9/67

SAN FRANCISCO INTERNATIONAL AIRPORT

Explanation of Proposed Schedule of Development and Estimated Costs

A. PASSENGER TERMINAL FACILITIES

This is the most critical area of development, both to provide for forecasted increases in traffic and to accommodate the larger aircraft of the future. The following funding and construction program should meet immediate carrier requirements without serious inconvenience or delay:

From unappropriated revenue in first six months of 1967:

1.	Engineering and design on modifications to Piers D and E	$ 330,000.
2.	Construct an extension to the north concourse to provide United Air Lines with two (2) additional gate positions	750,000.

From Fiscal 1967-1968 Budget:

1.	Engineering and design on modifications to Pier G	$ 390,000.
2.	Modification of Pier E	1,530,000.

From Bond Funds in 1968:

1.	Modifications to Piers D and G	$6,600,000.
2.	Completion of Pier E Modification	1,000,000.
3.	Engineering and design work on North Terminal	1,500,000.
4.	Engineering and design work on construction of Pier F - FF Satellite	250,000.

From Bond Funds in 1969:

1.	First phase of North Terminal construction	$6,000,000.
2.	First phase of F - FF Satellite construction	1,500,000.

A. (cont'd)

From Bond Funds in 1970:

1. Completion of North Terminal	$9,500,000.
2. Completion of F - FF Satellite	2,250,000.

From Bond Funds in 1971:

1. Modifications to Piers B and C	800,000.
2. Modernization of existing facilities	1,300,000.

Comments on proposed passenger program:

The modification of Pier E should be the first step in order to move National Airlines and provide expanded facilities for Pacific and PSA on Pier D. The modification of Pier D should then follow. Ultimately, Delta must be moved from Pier D with the resulting line-up of Pacific, PSA and West Coast on Pier D and the combination of National and American on Pier E. No facilities will thus be required on Pier D for aircraft larger than B-727's and DC-9's.

Two B-747 positions are planned for the end of Pier E. To provide expanded gateroom areas, study should be given to the practicality of constructing a third level at the field end of Pier E to accommodate National's and American's VIP rooms and other operational facilities. Study must also be given to relocating operational facilities in the baggage claim area in order to install an expanded baggage facility.

It is practical and therefore recommended to construct an extension to the North Concourse towards Cargo Building No. 2 in order to provide United, for an interim period, with at least two (2) additional gates, one of which could accommodate a B-747. These gates will be useful for 3 - 4 years until the North Terminal is completed.

The international carriers, notably Pan American, will have B-747's in operation by late 1969 or early 1970. Therefore, the modification of Pier G should be undertaken and completed in 1969 with provision for from two to four (preferably the latter) B-747 gate positions. The government service areas and additional baggage handling facilities can be provided by breaking out the south wall and extending into the adjacent parking court.

Work should proceed to complete the proposed F - FF satellite by 1970 to accommodate the expanded operations, particularly with respect to larger aircraft, of TWA and Western. This will also necessitate an enlargement of existing baggage handling facilities.

A. (cont'd)

The proposed schedule contemplates completion of the new North Terminal by late 1970 or early 1971--approximately one year later than if the recent bond issue had passed. This delay, while regrettable, is not a complete set-back since the foregoing outline indicates that expanded facilities and sufficient B-747 gate positions will have been provided through the years 1967-1970 to take care of the carriers' immediate requirements. The completion of the North Terminal by 1970-1971 will then permit the final phase of expansion as originally planned.

Finally, it can be kept in mind that when Pan American relocates its cargo facilities on Plot 9, Cargo Building No. 2 could be converted to a temporary passenger area for either direct or remote loading of passengers.

B. CARGO FACILITIES

The immediate cargo situation is more promising. United has just moved to its new facility on Plot 6. Ground has been broken to construct a new facility for American on Plot 9. Pan American is prepared to build on Plot 9 with the benefit of non-profit financing. The Post Office will be in its new building by August, 1967. Flying Tiger Line is expected to occupy enlarged quarters at the old Pan American base which will permit TWA to expand its cargo building. As the result of these major developments, a year's delay in the completion of the permanent air cargo center is not too serious. The future programming of air cargo facilities is proposed as follows:

From Fiscal 1967-1968 Budget:

1.	Engineering on remainder of interim cargo facilities	$ 250,000.

From Bond Funds in 1968:

1.	Completion of interim cargo facilities	$2,750,000.
2.	First stage of permanent cargo center fill (old Pan American base area)	2,000,000.

From Bond Funds in 1969:

1.	Second stage of permanent cargo center fill (Lagoon area)	$5,710,000.
2.	Roadways, taxiways and improvements - first stage fill (old Pan Am base area)	5,000,000.

B. (cont'd)

From Bond Funds in 1971:

1.	Roadways, taxiways and improvements - second stage fill (Lagoon area)	$9,000,000.

Comments on development of cargo facilities:

All interim cargo facilities should be completed as early as possible - preferably by late 1968 - in order to make way for construction of the North Terminal in the existing cargo area.

The fill program for the permanent cargo center is recommended to be undertaken in two stages - first, the area generally around the old Pan American base, and, second, in the lagoon area. This is desirable for two principal reasons - first, to spread the financing, and, second, to provide for a practical progression in the total air cargo development program.

In following this schedule the permanent cargo center will be completed and in operation approximately one year later than previously planned. This, however, creates no problems for the reason that interim facilities combined with construction undertaken by certain carriers will take care of requirements for this extended period.

C. GARAGE EXPANSION and PARKING:

From Fiscal Year 1967-1968 Budget:

1.	Advance engineering on 2nd third of garage expansion	$1,000,000.
2.	Construction of employee parking lot (beyond Plots 13 and 14)	170,000.

From Bond Funds in 1968:

1.	Construction of 2nd third of Garage	$9,000,000.

From Bond Funds in 1970:

1.	Engineering on final third of Garage expansion	$1,200,000.

From Bond Funds in 1971:

1.	First stage construction final third of Garage	$4,000,000.

C. (cont'd)

From Bond Funds in 1972:

1. Completion of Garage expansion	$6,800,000.

Comments on proposed Garage expansion and parking:

The expansion of the garage must be started immediately in order to provide sufficient alternative parking facilities in lieu of the parking lot areas which will be taken to make room for construction of the North Terminal.

It is strongly recommended that the expansion of the garage be accomplished in two stages - second third in 1968 and the last third in 1971. This may involve modest additional cost and some added inconvenience, but this can be justified for two important reasons. First, the garage does not now operate at near capacity except over holiday weekends. Substantial use is necessary to maintain a continuing and profitable return on investment. This can better be assured by undertaking the construction in two phases as was originally planned. Secondly, and most importantly, is the problem of spreading available funds to meet the urgent requirements of airport expansion. The estimated total cost of the 8,000-car garage is $22 million, which would be beyond our ability to fund out of 1968 bond funds and still have money for other projects. This is a compelling factor and must be given serious consideration.

The construction of an employees parking lot in the area north of Plots 13 and 14, along Roadway R-3, must be done in 1968 in order to provide urgently needed parking for employees in the interim cargo facility areas on Plots 6 and 9.

D. ROADWAYS

From Unappropriated Revenue - 1967:

Roadway engineering and construction of Timber Overpass, main entrance road	$ 180,000.

From Bond Funds in 1969:

1. Roadway improvements	$1,500,000.

From Bond Funds in 1970:

1. Roadway overpass	$1,500,000.
2. Local service road	1,800,000.

D. ROADWAYS (cont'd)

Comment on Roadway Improvements:

The foregoing items generally cover all proposed roadway improvements including construction of a grade separation on the main entrance road and widening of the airport perimeter road.

The scheduling of these expenditures is purely tentative, and the indicated amounts, wholly or in part, can be shifted to other years as need may dictate.

E. OPERATIONAL and OTHER FACILITIES

From Fiscal Year 1967 - 1968 Budget:

1.	Expansion of apron area and relocation of taxiways for extension of Piers D and E	$1,115,000.

From Bond Funds in 1969:

1.	Permanent downtown heliport	$ 500,000.
2.	Miscellaneous operational facilities	1,770,000.

From Bond Funds in 1970:

1.	Paving and installation of navigational aids - Runway 28-R	$1,000,000.
2.	Improvements to taxiways and aprons	1,500,000.
3.	U. S. Coast Guard Rescue facility	400,000.
4.	Miscellaneous	370,000.

From Bond Funds in 1971:

1.	Double-decking of S.E. and N.W. Courts	$2,500,000.
2.	Garage heliport	1,200,000.
3.	Expansion of industrial and sanitary waste treatment facilities	3,000,000.
4.	Improvements to utility systems	850,000.
5.	Construction of airport maintenance buildings	500,000.

E. (cont'd)

From Bond Funds in 1972:

1.	Access to maintenance facilities	$ 450,000.
2.	North drainage canal	500,000.

Comments on Operational and Other Facilities:

The items in this section are generally self-explanatory.

The expansion of certain apron areas and the partial relocation of Taxiways A and B is necessary in connection with the proposed extension and modification of Piers D and E.

Funds for the permanent downtown heliport may be required a year earlier than indicated. If so, a reallocation can be made.

The fill for the extension of Runway 28-R should be accomplished by 1970 and the paving work undertaken in that year.

The construction of the Coast Guard Rescue Station must be scheduled to be accomplished as the permanent cargo center nears completion.

The double-decking of the Southeast and Northeast courts is not an urgent project and can be deferred until 1971.

The Garage Heliport should be scheduled for construction along with completion of the expanded garage facility.

Other projects in this section are obvious as to their intent and some adjustments may necessarily be made as to the years in which specific work is done.

F. GENERAL

From Unappropriated Revenue - 1967:

1.	Initial cost of architectural design and engineering development control	$ 45,000.

From Bond Funds 1968 thru 1972:

1. e	$500,000 in each year to provide a contingency for escalation in construction costs	$2,500,000.

SAN FRANCISCO INTERNATIONAL AIRPORT

Schedule of Development and Estimated Costs To Be Funded from Unappropriated Revenue, from Budget Allocation and from the Proposed Bond Issue Resubmission

From Unappropriated Revenue - 1967
Last Half FY '66-'67 (January-June, '67)

1.	Initial Cost of Architectural Design and Engineering Development Control	$ 45,000
2.	Engineering on modifications to Piers D and E	330,000
3.	U.A.L. North Concourse extension	750,000
4.	Timber overpass, main entrance road including services of roadway and traffic engineering consultants	180,000
5.	Total	$ 1,305,000

From Fiscal 1967-1968 Budget

1.	Modification - Pier E	$ 1,530,000
2.	Advance engineering on next third of garage expansion	1,000,000
3.	Employee Parking Lot (Beyond Plots 13 & 14)	170,000
4.	Advance Planning-Remainder of interim cargo facilities	250,000
5.	Advance engineering - Pier G remodeling	390,000
6.	Expansion of apron areas & related taxiways for extended piers	1,150,000
	Total	$ 4,490,000

From Bond Funds - 1968
($23.6 million - maximum available)

1.	Modifications to Piers D & G	$ 6,600,000
2.	Completion Pier E Modification	1,000,000
3.	Construction next third of garage	9,000,000
4.	Engineering & Design on North Terminal	1,500,000
5.	Engineering & Design on F-FF Satellite	250,000
6.	Completion of interim cargo facilities	2,750,000
7.	First stage of permanent cargo center fill (Pan Am Base area)	2,000,000
8.	Contingency A/L Escalation of Construction Costs	500,000
	Total	$ 23,600,000

From Bond Funds - 1969
($22.5 million - maximum available)

1.	North Terminal Construction - 1st Stage	$ 6,000,000
2.	Roadway Improvements	1,500,000
3.	Construction F-FF Satellite - 1st Stage	1,500,000
4.	Second stage of permanent cargo center fill (Lagoon area)	5,710,000
5.	Roadways, Taxiways & Improvements - 1st Stage fill in Old Pan Am Base area	5,000,000
6.	Downtown Heliport	500,000
7.	Miscellaneous Operational Facilities	1,770,000
8.	Contingency A/L Escalation of Construction Costs	500,000
	Total	$ 22,480,000

From Bond Funds - 1970
($20 million - maximum available)

1.	Pave Runway 28-R	$ 1,000,000
2.	Expansion of Taxiways & Aprons	1,500,000
3.	Completion of F-FF Satellite	2,250,000
4.	Entrance Roadway Overpass	1,500,000
5.	North Terminal Completion	9,500,000
6.	Planning - Final 1/3 of Garage	1,200,000
7.	Local Service Road	1,800,000
8.	U.S.C.G. Rescue Facility	400,000
9.	Miscellaneous Projects	370,000
10.	Contingency A/L Escalation of Construction Costs	500,000
	Total	$ 20,020,000

From Bond Funds - 1971
($23.7 million - maximum available)

1.	Double Deck S.E. & N.E. courts	$ 2,500,000
2.	Modification - Piers B & C	800,000
3.	Modernization of Existing Facilities	1,300,000
4.	Garage Heliport	1,200,000
5.	Roadways, Taxiways & Improvements - Lagoon area of fill	9,000,000
6.	First Stage Construction - Final third of Garage	4,000,000
7.	Expansion of Industrial & Sanitary Waste Treatment Facilities	3,000,000
8.	Improvements to Utility System	850,000
9.	Airport Maintenance Buildings	500,000
10.	Contingency A/L Escalation of Construction Costs	500,000
	Total	$ 23,650,000

From Bond Funds - 1972
($8.2 million - maximum available)

1.	Access to Maintenance facilities	$ 450,000
2.	Completion of garage	6,800,000
3.	North Drainage Canal	500,000
4.	Contingency A/L Escalation of Construction Costs	500,000
	Total	$ 8,250,000

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

January 17, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Oliver M. Rousseau, President

Thomas P. White, Vice President

Thos. F. Stack

James K. Carr
GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order.

Present: Commissioners Oliver M. Rousseau, Thomas P. White,
Thos. F. Stack

Absent: None

President Oliver M. Rousseau presided.

Pledge of Allegiance was led by Commissioner Stack.

Approval of the minutes of the regular meeting held January 10, 1967, was put over.

On motion of Commissioner White, seconded by Commissioner Stack, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Stack
Absent-None

--RESOLUTION NO. 67-0029--

RESOLVED, That this Commission hereby designates Mr. James K. Carr, General Manager of Public Utilities, as Member and Mr. Oral L. Moore, General Manager of Hetch Hetchy Water Supply, Power, and Utilities Engineering Bureau, as Alternate Member of the New Don Pedro Project Board of Review in accordance with the terms of Article 3 of the Fourth Agreement between the Turlock and Modesto Irrigation Districts and The City and County of San Francisco.

--RESOLUTION NO. 67-0030--

WHEREAS, This Commission is aware of the exceptional hydroelectric potential of the Hetch Hetchy Project; and,

WHEREAS, It is to the best interests of the City and County of San Francisco that the various possible hydroelectric arrangements of the Hetch Hetchy Project be studied for the purpose of evolving a plan for the maximum benefits therefrom

THEREFORE, BE IT RESOLVED that this Commission does hereby approve the employment of Clair A. Hill & Associates - R. W. Beck and Associates, a joint venture, to provide engineering assistance and technical advice relative to additions to the Hetch Hetchy Project under the terms and conditions of an appropriate professional engineering services agreement; and

BE IT FURTHER RESOLVED that the General Manager of Public Utilities is hereby designated to execute said agreement on behalf of the Commission.

******

On motion of Commissioner Stack, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Stack
Absent-None

--RESOLUTION NO. 67-0031--

WHEREAS, By the terms of Airport Department Contract No. 404, South Terminal Additional Baggage Conveyors at San Francisco International Airport, the Contractor, Mathews Conveyor Company, West Coast, was to have completed all work on or before February 14, 1966; and

WHEREAS, The Contractor completed all contract work on schedule but was ordered by the Commission to perform additional work that took 198 calendar days to complete; and

WHEREAS, The Contractor performed additional work necessary to obtain an operating permit from the State Division of Industrial Safety that required 91 calendar days to complete; and

WHEREAS, "...changes in the work ordered by the contracting officer, board or commission insofar as they necessarily require additional time in which to complete the entire work; ...acts of a governmental agency ..." are unavoidable delays as defined in File No. 13456, Ordinance No. 9484, Section 6.3 UNAVOIDABLE DELAYS, adopted by the Board of Supervisors, January 16, 1956; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 289 calendar days to November 30, 1966, for which liquidated damages are hereby waived; and be it further

RESOLVED, That this Commission accepts the work as being satisfactorily completed in accordance with the contract documents and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $37,396.59.

--RESOLUTION NO. 67-0032--

RESOLVED, That this Commission approves the report to the Regional Water Quality Control Board regarding compliance with State Resolution No. 767 as follows:

In compliance with your Resolution No. 767, paragraph X, the following is our fourth quarter progress report on pollution abatement for 1966:

1. The chlorine dosage has been increased from 15 mg/L to 20 mg/L at the sewage treatment plant to assist in odor control in the immediate vicinity of the plant. Chlorination is being continued throughout the winter months to reduce the dissolved sulfides.

2. Progress on our negotiations with South San Francisco and San Bruno for treating Airport sewage has been reported separately. We shall continue to report to your staff all progress made on this matter.

3 As of December 30, 1966, Contract No. 465, Construction of Drainage Pumping Station No. 5, is 45% complete with an elapse time of 41%. Completion of this pumping station will divert waste waters from Slick Airways and United States Coast Guard into the North Oxidation Pond for treatment.

4. Tenants' replies on the proposed rules and regulations for waste water discharge are being compiled at this time. The final draft of the rules and regulations will be presented to the Public Utilities Commission for approval and adoption and will be effective on March 1, 1967.

5. Transmitted under separate cover is a letter from our Contractor working on the South Oxidation Pond. The delivery of the electric motors has been delayed until December 30, 1966. As soon as the motors are installed, the Airport will pump the canal waste waters into the pond for treatment.

--RESOLUTION NO. 67-0033--

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A", submitted by Texaco, Inc., whereby said Company, at its own and sole expense and without rental credit, will install additional fuel storage tanks and related equipment at Plot 3D, activate Pier "G" hydrant line, install hydrant valves in existing service pits at Pier "G", and construct a second entrance roadway to Plot 3D, and do all other necessary and related work, all at San Francisco International Airport; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Texaco, Inc. to proceed with said work subject to the requirements of the Art Commission of the City and County of San Francisco; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

--RESOLUTION NO. 67-0034--

RESOLVED, That this Commission hereby approves the drawing, identified as Exhibit "A", submitted by Western Airlines, whereby said Company, at its own and sole expense and without rental credit, will modify the electrical system and do all necessary and related work in and about the Commissary in Pier "F" at San Francisco International Airport; said drawing having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Western Airlines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

--RESOLUTION NO. 67-0035--

RESOLVED, That this Commission hereby approves the drawing, identified as Exhibit "A", submitted by Standard Oil Company of California, whereby said Company, at its own and sole expense and without rental credit, will construct an identification sign and do all other necessary and related work at its satellite plant at San Francisco International Airport; said drawing having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Standard Oil Company of California to proceed with said work subject to the requirements of the Art Commission of the City and County of San Francisco; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

******

On motion of Commissioner Stack, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Stack
Absent-None

--RESOLUTION NO. 67-0036--

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors, supplemental appropriation in the amount of $125,000.00 to appropriation No. 6.727.544.000, Garage Baggage Conveyor System, to provide funds for construction of a baggage conveyor system in the Airport garage.

--RESOLUTION NO. 67-0037--

RESOLVED, That in accordance with provisions of Section 2 of Amendment to Cafeteria, Coffee Shop, Bars and Restaurant lease as authorized by Public Utilities Commission Resolution No. 66-0564 this Commission approves in amount $14,729.95 expended for furniture, fixtures and equipment and $28,382.54 expended on leasehold improvements totaling $43,112.49 by Interstate Hosts, Inc. covering construction of a snack bar in Room 101.1, Pier E.

BE IT FURTHER RESOLVED, That in accordance with provisions of Section 19 of the Cafeteria, Coffee Shop, Bar and Restaurant lease as authorized by Public Utilities Commission Resolution No. 13,941 this Commission approves fire insurance in amount of $43,000.00 covering Room 101.1, Pier E, at the San Francisco International Airport.

******

On motion of Commissioner Stack, seconded by Commissioner White, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Stack
Absent-None

--RESOLUTION NO. 67-0038--

RESOLVED, That this Commission approves plans and specifications and hereby authorizes Bid Call:

WD Contract No. 1253--Laying 8-Inch and 12-Inch Cast Iron Mains in Burnett Avenue North of Dixie Alley.

--RESOLUTION NO. 67-0039--

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities for and on behalf of the Public Utilities Commission of the City and County of San Francisco to execute that certain State of California, Division of Highways Utilities Agreement No. 491.42 covering the cost to the State of City inspection in the encasement and relocation of an appurtenance on the 48 inch water main crossing of the James Lick Freeway in the vicinity of Joy Street, San Francisco Road 04-SF-101-2.2-3.4

--RESOLUTION NO. 67-0040--

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: PACIFIC NURSERIES

Permit to occupy a portion of the Bay Division Pipeline No. 3 right of way for the growing of nursery stock; said portion being approximately 6.3 acres situated northerly of Sherland Avenue and extending from the westerly line of Whisman Road to the easterly line of Tyrella Avenue, Mountain View, Santa Clara County. Subject to a consideration of $700 per years.

Cancelling that certain permit to Pacific Nurseries authorized by Resolution No. 65-0987, adopted December 12, 1965 covering the 5.6 acre portion of the above referred to site.

--RESOLUTION NO. 67-0041--

WHEREAS, Captain Gaspar de Portola and members of the First Portola Expedition discovered San Francisco Bay from Sweeney Ridge in San Mateo County on November 4, 1769; and

WHEREAS, The geographic importance of this great discovery site should be acknowledged with proper State and National Landmark recognitions and appropriate local observances; and

WHEREAS, 1969 has been proclaimed as "California's Bicentennial Year" by the State Senate and Assembly: now, therefore, be it

RESOLVED, That the Public Utilities Commission does hereby recognize this worthy occasion and requests the cooperation of its various Departments, staff, and employees in the various observances of this important event; and be it further

RESOLVED, That the San Francisco Public Utilities Commission does hereby respectfully request the Board of Supervisors of the City and County of San Francisco to provide suitable commemoration of the San Francisco Bay Discovery for 1969, and urge that citizens of the City and County of San Francisco be encouraged to participate in local, County, and State observances of this important event in San Mateo County's history.

--RESOLUTION NO. 67-0042--

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, Department Managers, and the City Attorney, approves the write-off of uncollectible accounts receivable which are more than ninety days past due, month of December 1966, in amount of $1,640.30, per San Francisco Water Department list of December 31, 1966; and, be it further

RESOLVED, That this Commission approves collections, month of December 1966, for payment of damage claims which the Departments have against miscellaneous debtors, as follows:

San Francisco Water Department, per list dated December 31, 1966	$ 794.35
Municipal Railway, per list dated December 31, 1966	1,554.17

and, be it further

RESOLVED, That this Commission approves compromise settlements of Municipal Railway damage claims, month of December 1966, as follows:

	Amount Billed	Compromise
Lazaro Morgan	$ 61.59	$ 47.50
Hills Transportation Co.	497.81	301.43
Fay Improvement Co.	83.64	75.00
	$643.04	$423.93

--RESOLUTION NO. 67-0043--

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1261 - Laying of 6-inch Cast Iron Main in 14th Avenue between Rivera and Quintara Streets, to Associated Pipe Line, Inc. in the net amount of $4,619.50 and all other bids for the above described work are hereby rejected.

******

On motion of Commissioner White, seconded by Commissioner Stack, the following resolutions were adopted:

Vote: Ayes-Commissioners Rousseau, White, Stack
Absent-None

--RESOLUTION NO. 67-0044--

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16,527, adopted July 16, 1956, payment of claims in the amount of $19,845.27, made by the Municipal Railway, month of December 1966, per Revolving Fund Payment Requests Nos. 1653, 1665, 1669, 1677, 1679, 1682, 1684, 1685, 1694, 1698, 1701, 1706 and 1707.

--RESOLUTION NO. 67-0045--

RESOLVED, That this Commission requests the Board of Supervisors to accept from the Pacific Gas and Electric Company the donation without charge of six manholes, being numbers 4085, 4086 and 4087 in the intersection of Seventh and Market Streets, and numbers 392, 4048 and 4071 in the intersection of Eighth and Market Streets, and connecting ducts occupied by Municipal Railway power feeder cables.

--RESOLUTION NO. 67-0046--

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors, supplemental appropriation in the amount of $5,000.00 to appropriation No. 6.735.111.000, Overtime, to provide additional funds for salaried overtime for the Municipal Railway.

--RESOLUTION NO. 67-0029-MR--

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant Non-litigated Settlements	Date of Accident	Settlement
CC Valcar Rentals Corporation	October 8, 1966	$ 875.00
CC Ana Rosa Velasquez	October 21, 1966	1,280.75
Litigated Settlements		
CC Concha Aparicio	November 30, 1965	2,500.00
MC Lonnie Manning and Lula Manning	August 3, 1963	5,000.00 (for Lula Manning only)
Appropriation No. 6.735.804.000		$9,655.75

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Election of the President and Vice-President of the Commission for the ensuing year was put over one week.

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Resolution No. 67-0030, authorizing professional engineering services agreement with Clair A. Hill & Associates - R. W. Beck and Associates, a joint venture. Mr. Carr explained this extremely important engineering study will result in a comprehensive evaluation of hydroelectric power generating potentials remaining to be developed on the Hetch Hetchy Project.

Mr. Carr said that through this power study it is expected to find at least another $1 million worth of unused electric power in the City's Sierra operation.

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Resolution 67-0031, completion of Airport Contract No. 404. Wesley F. Getts, reporting for the Utilities Engineering Bureau in the absence of O. L. Moore, who was ill, explained that a portion of the 289 calendar days' delay encountered in completing this contract was in getting the area ready for the contract. Also the work had to be coordinated with the airlines' schedules in order to keep them in operation during the construction. Various changes had to be made to meet existing conditions, and there were delays in getting certain materials.

Mr. Carr spoke of the necessity for engineering supervision at the airport. He will hold a meeting soon on this. Due to the difficulty of obtaining applicants under the Civil Service system, it may be necessary to employ an outside engineering firm for this purpose, as has been done by other agencies. Whatever decision is reached, the matter will be brought before the Commission for approval. Commissioner Stack felt if it were determined that an outside engineering firm was the answer; experience in airport work should be a consideration in the selection.

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Resolution No. 67-0036, supplemental appropriation $125,000 for Garage Baggage Conveyor System at the Airport.

George F. Hansen, Airport General Manager, explained this appropriation is necessary to provide sufficient funds for two outbound baggage conveyor belts between the Airport Garage and the Central and South Terminal Buildings, a total of four conveyors and associated facilities. The total estimated cost is $540,000, with $415,000 available from the 1962 Garage Bond Fund.

The belts are to be installed on the garage lower level, where the moving sidewalks to the terminals are located; there the airlines will have baggage-checking personnel to check the passenger's baggage to the plane. This will relieve vehicular congestion at the street side of the terminals and will reduce congestion in the concourse itself, because it will by-pass the need to stop at the ticket counter.

In answer to Commissioner White's question, Mr. Hansen explained that approximately $100,000 of the total of $540,000 would be spent to complete the conveyor system to the Central Terminal, and the balance would go toward constructing the tunnel and conveyors to the South Terminal.

Mr. Hansen explained it was consensus of opinion on the part of the carriers and airport management that the outbound belts should be installed initially, to determine the public acceptance, and then to proceed with the inbound belts.

Commissioner Rousseau called upon Mr. S. E. Onorato, of St. Mary's Square Garage, the airport garage lessee, for any remarks he wished to make.

Mr. Onorato said he understood this was being built outbound only. He was in accord with this, but said that ultimately the belts should be inbound as well as outbound, to meet the original intentions as represented in the bid. He felt the public was entitled to this; that basically the public has a right to expect that baggage should be handled expeditiously. If means can be provided to get baggage into and out of the garage, this will go a long way toward smoothing traffic congestions that exist and in the long run San Francisco International Airport will be the envy of the airports.

Then Commissioner Stack questioned Mr. Hansen on the plan of operation of the system--how it would work. He recommended that when the engineers start working on the actual plans that consideration be given to the feasibility of providing enough space on the lower floor to permit the passenger, by direction, to proceed to the baggage dock, to discharge his baggage for ticketing to the plane, and then to proceed by direction to park. Mr. Onorato thought that might be the proper way to handle, providing marks on rampways and corridors, and direction to available parking spaces were plainly indicated. He thought that could be worked out very well, however.

Commissioner Rousseau suggested that Mr. Hansen and the Engineering Bureau consult with Mr. Onorato on the matter of which areas are to be forfeited for the installation of this conveyor system and for the traffic flow, inasmuch as these decisions will affect the operation of the garage.

Commissioner Stack, commenting on the moving sidewalks, said in his opinion these areas were too sterile--nice and clean but devoid of any signs or plants or color, derelict of any decoration or attractive appeal. Commissioner Stack suggested that unappropriated Airport revenues be used for this purpose rather than waiting to put this into the bond issue. He asked that Mr. Hansen report back in two weeks on this.

Mr. Hansen said a study of this type of decoration had been made for the South Terminal, between Piers D and E, and the consulting firm at that time quoted a figure of $35,000.

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Resolution 67-0041, re 1969 Observance of Discovery of San Francisco Bay. Mr. Carr said the actual site of the discovery by Captain Gaspar de Portola was on land just north of the watershed property in San Mateo County--a private holding immediately adjacent to the Water Department property. There has been some discussion that the area might be declared a National site. Mr. Carr thought that, with City working with the interested people, particularly those in San Mateo County, there may be a possibility of this coming about.

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Communications: None

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General Manager of Public Utilities Calendar Items:

Mr. Carr, commenting on the Municipal Railway monthly report submitted by Vernon W. Anderson, General Manager, Municipal Transit System, noted that during the past three months there was an increase of 710,000 in passengers and $125,000 in revenue over the same period in 1965.

Mr. Carr remarked on the excellent advertising job done by the Alameda/Contra Costa Transit System. He felt San Francisco's Municipal Railway revenue and passenger traffic could be boosted with a modern advertising program.

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On the matter of the position of Assistant to the General Manager of the Airport in Planning and Development, Mr. Carr announced the Civil Service Commission is holding oral examinations this week.

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On the question of the Junipero Serra Freeway, Mr. Carr said the State Highway engineers are scheduled to report tomorrow to the California State Highway Commission on the ridge route that has been suggested and requested by this Commission and approved by the San Mateo County Board of Supervisors.

Mr. Carr said he met this morning with Gordon C. Luce, Administrator, Transportation Agencies, State of California, and in that capacity a new member of the Highway Commission. Two additional new members were announced in the press this morning. Mr. Luce agreed San Francisco would have sixty days in which to review the Highway engineers' report. Mr. Carr said he has not been able to get a copy as yet; when received, it will be reviewed and an attempt will be made to get full information to the Highway Commission, including its new members.

Information has been received within the last two days, said Mr. Carr, that the State Division of Highways has worked out a plan with the Federal Water Pollution Control Agency which would change the plan of drainage so that only a small part of the water would be drained to the east. This has raised some question in the mind of Arthur H. Frye, Jr., General Manager, Water Department, as to how much water we can treat. Mr. Carr said it appeared to him the best way to protect the water supply is to have the highway as far away from the lake as possible; then we will take care of the water problems ourselves--otherwise we will have a continuing row with the State Highway people about size of filtration plant, monies, drainage, etc.

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Mr. Carr reported that he had just received word that a report was approved last Friday by the State Park Commission for a Skyline Parkway route between Pilarcitos Lake and Crystal Springs Lake on Cahill ridge--so now City is facing a second attempt to slice up watershed lands.

Mr. Carr said he was amazed to find Park planners planning roadways to further slice up the reservoir by putting eight miles of freeway virtually on top of Crystal Springs, after we have had two vigorous years of fighting the State Division of Highways.

Mr. Carr said if we can get the Junipero Serra Freeway as far east as possible, to serve as a barrier to the subdivision tide that is coming in, and can establish a sensible scenic parkway on Montara ridge, we can set the barriers. It is absolutely necessary that the Commission adopt a policy as to roads. Mr. Carr said he believed there was real merit to a scenic parkway, properly done, which would help us on the west side the same way City has been fighting to prevent subdivision on the east side.

Commissioner White said he thought the concern should be with the bulk of the people of San Francisco. The efforts of the City and County of San Francisco to protect the water supply from contamination were actually doing a service for San Mateo County. We now look at the very definite possibility of State Highway Commission and other governmental agencies intruding upon these watershed properties, he said.

He suggested it might be a good idea to have the Director of Property take a look at all watershed property on the basis of its highest possible use, and that we consider the possibility of opening it up to subdivision development on the basis of subdivision values.

Mr. Carr said he did not want to stir up subdivision of the whole area. He said what Commissioner White actually meant was if we allowed an 8-lane freeway adjacent to the reservoir, then we would be hard pressed to say why the land above it on the east should be held as watershed property.

Commissioner White said that is right--San Francisco is going to be called upon to provide recreational facilities for San Mateo at the cheapest prices.

Mr. Carr agreed, if the freeway should go on the lower route, we should look at the values again. Commissioner White said to look at the whole fourteen miles of freeway; not just the four miles now in dispute.

With regard to the scenic parkway matter, Mr. Carr said he would like to study the reports. He felt the Commission should not wait any longer than necessary to let the State Park Commission know it would vigorously oppose a second roadway thru this section of the watershed.

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ROLL CALL:

Commissioner White announced the death of Abner M. Crowell, President of Turlock Irrigation District Board of Directors; and also the death of Philip F. Landis, former Public Utilities Commission President from 1948 to 1951.

On motion of Commissioner White, seconded by Commissioner Stack, the following resolutions were unanimously adopted:

--RESOLUTION NO. 67-0047--

WHEREAS, This Commission has noted with deep personal regret and a true sense of civic loss the death of Abner M. Crowell, President of the Board of Directors of the Turlock Irrigation District, on January 17, 1967; and

WHEREAS, Mr. Crowell was a man of many accomplishments, a highly respected and dearly beloved member of the business community, civic leader, dairy farmer and governmental official, contributing his valuable time, knowledge and experience on behalf of his native Turlock, the County of Stanislaus, the State of California and the people of these United States; and

WHEREAS, This Commission's recognition of Mr. Crowell's substantial contributions to the commonweal grew out of its pleasant association with him as a member of the Board of Directors of the Turlock Irrigation District, during which time he carried out all of his duties with characteristic ability and faithfulness, earning the admiration of all who knew him; and

WHEREAS, This Commission, its executives and employees will always cherish his memory with fond and loving respect; therefore, be it

RESOLVED, That this Commission does hereby extend to the wife and family of the late Abner M. Crowell its most heartfelt sympathy over the loss of a loving husband and devoted father; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby directed to present to the family of the late Abner M. Crowell a suitable copy of this resolution as a token of the esteem in which his memory is held.

--RESOLUTION NO. 67-0048--

WHEREAS, This Commission has noted with sincere personal regret and a deep sense of civic loss the death of Philip F. Landis on January 14, 1967, and

WHEREAS, Mr. Landis was a man of brilliant intellect and many accomplishments, a highly respected and dearly beloved member of the business community, civic leader, insurance executive and government official with true dedication to the welfare of San Francisco, his native city; and

WHEREAS, Mr. Landis served with his characteristic faithfulness and ability as a member of this Commission from 1948 to 1952, and as its President from 1948 to 1951, bringing to the position a wealth of knowledge and executive experience which contributed greatly to the success and economic growth of the public service enterprises under his jurisdiction; and

WHEREAS, This Commission, its executives and employees will always cherish his memory with fond and loving respect; therefore, be it

RESOLVED, That this Commission does by this means extend to the family of the deceased its most heartfelt sympathy over the loss of a kind and loving husband and father; and be it further

RESOLVED, That the Secretary and Assistant General Manager be and he is hereby directed to present to the family of Philip F. Landis a suitable copy of this resolution as a token of the high esteem in which his memory is held.

THEREUPON THE MEETING ADJOURNED, in memory of the late Abner M. Crowell and the late Philip F. Landis.

January 17, 1967

TO: MR. JAMES K. CARR
General Manager of Public Utilities

FROM: V. W. ANDERSON
General Manager
San Francisco Municipal Railway

SUBJECT: SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

PASSENGER TRAFFIC AND REVENUE

REVENUE PASSENGERS:

	1966	1965	Difference	%
October	12,783,686	12,361,813	+ 421,873	+ 3.41
November	12,060,871	11,847,149	+ 213,722	+ 1.80
December	12,228,128	12,152,762	+ 75,336	+ 0.62

The following comparative information is taken from the most recent available statistics from the American Transit Association.

October 1966:	Average--Cities over 500,000 population	- 2.72
	Average--All City Transit Systems	- 1.63

PASSENGER REVENUE:

	1966	1965	Difference	%
October	$1,772,197	$1,700,697	+ $71,500	+ 4.20
November	1,662,330	1,619,070	+ 43,260	+ 2.67
December	1,703,370(T)	1,692,875	+ 10,495(T)	+ 0.62(T)

(T) Tentative

REVENUE AND EXPENDITURES

Adult fare passenger revenue for the first six months of this fiscal year was 3.26% more than for the corresponding period last year.

TRANSIT SERVICE FOR EAST-WEST GAME

The traditional East-West Football Game was held at Kezar Stadium on Saturday, December 31, 1966. Approximately 4500 of the 54,000 patrons attending the game used Municipal Railway transportation. Eight extra streetcars, 22 extra motor coaches, and 4 extra trolley coaches were used on the N, 7, 33, and 71-72 lines to supplement regular service for the pre-game and post-game travel.

MINIBUS RESUMES REGULAR SCHEDULE

The Minibus operating between Forest Hill Station and Laguna Honda Hospital followed a special schedule from 10:00 a.m. to 7:00 p.m. between December 15 and December 31, 1966.

The regular schedule was resumed January 1, 1967, which provides service between 10:00 a.m. and 3:00 p.m.

SERVICE ADJUSTMENTS

Due to increased patronage an additional morning peak period trip was scheduled on the No. 30 Express line from London & Geneva commencing January 3, 1967.

Effective January 16, 1967, adjustments were made in Line No. 10 schedules to provide a better distribution of passenger loads.

TEMPORARY INBOUND STREETCAR ISLAND--POWELL & MARKET

A new temporary asphalt streetcar island was built just east of the regular streetcar island on Market at Powell Street inbound. The building of the new zone was necessitated by the removal of the regular streetcar island by P.G.& E. because of pre-BART construction work. The new temporary zone was placed in use at 9:00 a.m. on January 5, 1967.

TROLLEY LINE PROJECT--MARKET & LEAVENWORTH

Major work was done in moving the trolley lines on Market opposite Leavenworth Street to clear construction work being done by the Pacific Gas and Electric Company in conjunction with the BART Project. This work was done by the Municipal Railway forces under a work order from the Pacific Gas and Electric Company.

CABLE CAR SHEAVE--DRUMM & MARKET

Extensive repairs have been made to the 12-foot diameter sheave for the California Cable Line located in the pit at Drumm & Market because the worn condition of the bottom bearing and shaft caused considerable heating. Water was pumped on to the bearing as a coolant. The cable sheave had been in service for over fifteen years without any major repairs.

Arrangements were made to install a new shaft and bearing to replace the damaged parts. The work was started following the completion of scheduled service on the California Line Saturday night, January 14, 1967.

As it was anticipated that the project could not be completed in time to resume regular cable car schedules on Sunday, January 15, arrangements were made to substitute motor coaches for the two day runs on this line.

NO. 1 MOTOR--CABLE MACHINERY PLANT

Severe damage occurred to the slip rings and brush rigging on No. 1 motor at the Cable Machinery Plant, which required shutting that motor down and shifting the winder machinery load to Motor No. 2. Motor No. 1 has been repaired and is now back in operation.

GENEVA CAR HOUSE

Major repairs were made at the Geneva Carhouse to shore up rafters of the carhouse roof which were in critical condition and on the verge of collapse. The unsafe section of a brick wall was removed, and new concrete footing together with a new timber column and siding were installed.

MUNI MAN OF THE MONTH

Operator William J. Grant, Cap 2419, became the 186th Muni Man of the Month at ceremonies conducted at Ocean Division on December 14. Joining in the celebration were students from Sunnyside School, together with Miss Alice Gerstenberg, Principal of the Sunnyside School.

These girls and boys had each written a personal letter to Mr. Grant stating that he was their favorite operator and they appreciated his safe driving, courtesy, and kindness. They stated that they regretted it was necessary for him to go to another line.

Mr. Thomas P. White, Vice-President of the Public Utilities Commission, presented the Certificate of Merit to Operator Grant.

APPRECIATION OF CABLE CARS

A letter from Lt. Col. Ned R. Ash conveys his appreciation of San Francisco's cable cars and the courtesy and cheerfulness of one of the crews.

A copy of his very kind letter is attached as an item of general interest to Utilities management and the Commission.

S.F. Cable Car Co.
San Francisco, California

XMAS DAY
25 Dec. 1966
9 AM.

Gentlemen:

I had the distinct pleasure of riding one of your cable cars this morning & I feel compelled to write you about my trip.

As a native Californian I look forward to trips home & visits to our beloved San Francisco.

Early this morning I had the pleasure of riding the car with Mr. Harris (conductor #2789). Both he & the motorman were cheerful, courteous and considerate to all passengers. The trip brought back nostalgic memories & gave me a new one to add to the fine old ones.

With such outstanding men representing your operation I feel the cable cars will long remain one of the prime attractions of this fair city.

I am departing for overseas again tomorrow morning but I just have to thank you first for the service you perform, the attraction you present for tourists & the "bit of home" you maintain for those native sons & daughters who oftentimes find themselves thousands of leagues distant from this wonderful city.

God bless you, your little cars & everyone connected with you.

Sincerely, Ned R. Ash

LT. COL. NED R. ASH
U. S. Army Procurement
Agency, Japan
APO San Francisco 96503

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

January 24, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order. 2:00 p.m.

Present: Commissioners Oliver M. Rousseau, Thomas P. White, Thos. F. Stack, Richard N. Goldman, Joseph I Kelly

Abent: None

President Oliver M. Rousseau presided.

Pledge of Allegiance was led by Commissioner White.

Commissioner Rousseau welcomed the new members of the Public Utilities Commission, appointed January 24, 1967:

Richard N. Goldman, vice Raymond H. Lapin, resigned.
Joseph I. Kelly, vice Stuart N. Greenberg, term expired.

The minutes of the regular meeting of the Commission held January 10, 1967, were approved. Approval of the minutes of the special meeting of January 11, 1967, and the regular meeting of January 17, 1967 was put over.

Special Order of Business: Election of Officers

Commissioner Stack nominated Thomas P. White for President of the Public Utilities Commission for the year 1967. Commissioner Goldman seconded the nomination, and the Secretary was directed to cast a unanimous ballot.

Commissioner White nominated Thos. F. Stack for Vice President of the Public Utilities Commission for the year 1967. Commissioner Kelly seconded the nomination, and the Secretary was directed to cast a unanimous ballot.

Commissioner Rousseau surrendered the gavel to Commissioner White.

RESOLUTION NO.

On motion of Commissioner White, seconded by Commissioner Stack, the following resolution was adopted:

67-0049 Commending Stuart N. Greenberg, Public Utilities Commissioner, November 9, 1956 - January 15, 1967

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0050 Adopting proposed budget of $91,932.017 for the fiscal year 1967-1968, for all departments under the jurisdiction of the Public Utilities Commission

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0051	H	Award of Contract No. HHWS 382--Moccasin Powerhouse Replacement, Halvorson-McLaughlin Constructors - $4,096,515.00
67-0052	H	Authorizing Order for Service or Work - Lloyd's Register of Shipping, Non-Marine Department--test supervision in Japan of gantry crane for Moccasin Powerhouse
67-0053	H	Professional Services Agreement with Edward Helgren, Consulting Engineer, for review of plans and specifications for the New Don Pedro Project - $10,000
67-0054	H	Approving collections and transfer of damage claims by Burau of Light, Heat and Power, month of December 1966
67-0055	A	Award of Contract No. AD 473 - Furnish and Install Entrance Controls, Parking Garage, at San Francisco International Airport - St. Francis Electric Service $17,924.00
67-0056	A	Completion of Sound Abatement Center contract July to December 1966 - $600.00
67-0057	A	Space or Use Permit to American Building Maintenance Company of California
67-0058	A	Approving Investment $18,205.39 and Fire Insurance Coverage $14,000 - South Terminal Barber Shop
67-0059	A	Approving amendment to Sublease between United Air Lines and Aeronautical Radio, Inc.
67-0060	A	Authorizing attendance CAB Hearing, Transpacific Route Case - Honolulu, Hawaii, beginning February 15, 1967
67-0061	A	Amending Airport Rules and Regulations by adding Section VIII--Discharge of Sewage and Industrial Wastes

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0062 A Amendment to Airport Flower Shop Lease

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolution was adopted as amended:

67-0063	A	Bid Call - Airport Flower Shop Lease

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On Motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolutions were adopted:

67-0064	W	Completion of Contract No. WD 1274--Laying of 6-Inch Cast Iron Main in Stanyan Street between Fulton and Grove Streets - $5,952.70, as modified
67-0065	W	Completion of Contract No. 1275--Laying of 8-Inch Cast Iron Main in Fifth Avenue north of Lake Street $5,776.70 as modified
67-0066	W	Agreement with U. S. Bureau of Sport Fisheries and Wildlife for eradication of predatory animals on the Crystal Springs Watershed
67-0067	W	Approving payment of claims, month of December 1966, Water Department Revolving Fund - $306.90
67-0068	W	Award of Contract No. WD 1293--Laying of 48-Inch Steel Main in James Rolph Playground at Army Street between Hapshire Street and Potrero Avenue - Underground Construction Company, Inc. - $13,869.00 net
67-0069	W	Award of Contract No. WD 1290--Reconditioning a Portion of 54-Inch San Andreas Pipeline in San Mateo County - Pipe Linings, Inc. - $33,945.00
67-0070	W	Completion of Contract No. WD 1267--Excavation and Repaving for Water Service Renewals - $31,456.20, as modified
67-0071	W	Modification of Contract No. WD 1249--Elevator Installation, 425 Mason Street Building, $2,391.43 debit
67-0072	H	Declaration of Emergency - Canyon Power Project Tunnel Flushing- $5,000.00
67-0073	A	Declaration of Emergency - Power failure at Airport $20,000.00

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0074 W Professional Services Agreement with Wilsey and Ham relating to the Junipero Serra freeway route in watershed lands - $7,500.00

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0075 A Requesting the Mayor and Board of Supervisors to submit to the electorate of the City and County of San Francisco at the general election of November 7, 1967, the incurrence of a bonded debt in the amount of $98,000,000 for construction and the making of additions, betterments and extensions to the San Francisco International Airport.

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Goldman, the following resolution was adopted:

67-0075-A M Retirement - Maurice P. Murphy, Senior Claims Investigator, 38 years service with the Municipal Railway

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolution was adopted:

67-0049-MR Approving payment of claims against the Municipal Railway - total amount $5,807.88

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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At the beginning of the meeting Commissioner Stack said he would like to address a few remarks for the record--not only to welcome Richard Goldman and Joseph Kelly, but for a moment of reflection upon the two men whom they succeed.

Commissioner Stack said, "Raymond H. Lapin departed after a few short months of his term. I don't think we ever did express on the record the stellar work he did. But mainly I would like to address myself to the work done by Stuart N. Greenberg, who served in excess of eleven years and who watched this entire Utility empire--railroad, airport, water and power system--develop into the finest in the country.

"I think it would be inappropriate if we didn't give recognition to his devotion to his native city, the time he gave to the citizens of the City, his dedication, leadership, and visionary qualities which certainly made the work of the staff of the Commission and myself a little easier by having the sense of direction we have had in the past years.

"I think it only appropriate to ask at this time that a resolution be adopted by this Commission, framed in language that will indicate the value of Mr. Greenberg's service to the City and to this Commission for over a decade, and the friendship and respect I, for one, have for him as a man, a citizen, and a true San Franciscan.

"I ask that my remarks be placed on the record and forwarded to him and also that a formal resolution be adopted."

Commissioner White moved the resolution be adopted, and asked for a unanimous vote. He said he reiterated Commissioner Stack's words on behalf of Mr. Greenberg, and also, in slightly less tenure for Mr. Lapin. He too felt they could not let a man depart from public service after the length of time Stuart Greenberg had served without some pat on the back for his dedication.

Commissioner Rousseau stated he was in complete agreement with the statements made.

ELECTION OF OFFICES:

Commissioner White, in taking the gavel, said he wanted to take up the office of President of the Commission with more than just humility. He said they on the Commission were charged with a great responsibility; and they certainly knew the magnitude of the job they faced. He was sure sitting in the chair he would be guided by the General Manager of Public Utilities and the Department heads, who certainly are the Commission's contact with the practical application of the policies enunciated, and he as President would seek the council, and advice of the other members of the Commission. He said he would use the gavel of authority in the best interests of the City and County of San Francisco.

Commissioner White paid his respects to Oliver Rousseau in his capacity as President during the past year. He said Commissioner Rousseau had been most punctual in his attendance and most thorough in his perusal of the minutes and calendars--one of the most important parts of the position of Public Utilities Commissioner, as the neophytes will soon find out, is doing one's homework. Commissioner Rousseau, being a businessman, is one who would not sign his name on a paper without knowing its full and complete content, and because of that,

said Commissioner White, they knew Commissioner Rousseau found time in his busy world to do his homework. He wished to compliment Commissioner Rousseau in his conduct of the office of President of the Public Utilities Commissioner both as a commissioner and as a gentleman.

Public Hearing:

Budget Proposals for the Fiscal Year 1967-1968
for All Departments Under the Jurisdiction of the
Public Utilities Commission.

The Secretary was requested by Commissioner White to read aloud the itemization by departments appearing in the agenda so there would be full and complete knowledge of the items being discussed in the proposed budget.

Commissioner White then asked for any questions from the public.

Miss Marguerite Warren of 1746-32nd Avenue, San Francisco, asked about the difference between the listed total expenditures of $91,932,000 and the estimated funds available of $92,549,000. She recognized that the Water Department, International Airport, and Hetch Hetchy Project were self-sufficient and asked what the approximate deficit of the Municipal Railway would be.

Mr. Carr read aloud his memorandum of January 24, 1967, addressed to the Commissioners. (He said this would be helpful to the new Commissioners and would explain the figures to Miss Warren.)

Mr. Carr, with the aid of charts on the wall, discussed each of the major items of proposed budget. (He emphasized the points where City's General Fund benefits from Utilities operations.)

Miss Warren thanked Mr. Carr for the remarkably fine job and said the presentation was very clear.

Miss Warren pointed out the possibility of added source of small revenue--political advertising in the muni buses--and said she hoped that the present Commission would make some sort of decision.

Mr. Carr said they were trying to work out a policy and have it settled well in advance of the coming election to there will be no dispute about it.

Edward Coleman, President, Transport Workers' Union Local 250A, remarking about the Municipal Railway deficit budget, said people don't realize that the Municipal Railway is no less important than the fire department, police department or sewer department. He said the budget is bare-boned. If it is to be tax-supported it should be a first-class operation. If there were ways, and he was sure there were, to appropriate enough money to keep the system in a semi first-class condition it would be appreciated by the riders of the Muni.

At this point a ten minute recess was called to allow Commissioner Kelly to be interviewed by television reporters.

Upon reconvening the Commission adopted the budget unanimously.

The Chair recognized Mrs. Emma Fleming of 838 Kansas Street, Vice President, Potrero Boosters and Merchants Association. Mrs. Fleming requested that if and when the Public Utilities Commission discussed the matter of the Islais Creek airport presently under consideration before the Port Authority, that her organization be informed.

Commissioner Stack stated he was present at the Port Authority meeting, not as a member of the Public Utilities Commission but as a citizen. He said he requested that before any decision was made by that agency as to approval of the airport, that appropriate conferences be held with Mr. Carr and his staff, and that it be operated under the governmental agency of the San Francisco Public Utilities Commission rather than becoming a private operation and not subject to all the control other aviation is subject to by the FAA.

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In discussing attendance at the Civil Aeronautics Board Hearing on the Transpacific Case, Commissioner Stack requested that the Commission be furnished with copies of the presentation prepared by Deputy City Attorney James Brasil.

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Airport General Manager George F. Hansen, in presenting the Airport Flower Shop Lease bid call requested two amendments to the proposed lease be approved: 1) to state more specifically the type of merchandise to be sold in the flower shop operation; 2) to reduce the extent of investment applicable to Room 139 in the Central Terminal from $6000 to $4500.

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the recommended changes were unanimously adopted.

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Mr. Frye, in explaining Resolution No. 67-0074, said this contract with Wilsey & Ham was necessary in order to study the State Division of Highway's report and presentation on Junipero Serra Freeway to the State Highway Commission on Wednesday, January 18. He said he learned that the Federal Water Quality Control Administration had made a new report to the Federal Bureau of Public Roads in which they changed their position and recommended the lower route instead of the higher route. This report was made without City's knowledge although they did consult with the State Highway Division, their consultants and the Commission of Federal roads. Mr. Frye said his department did not subscribe to their drainage plan.

Mr. Frye said the Highway Division's report was a selling job of the state's position alone, it was not objective and did not give the advantages and disadvantages of the lower route. They also made no presentation of the City's offer according to Mr. Frye.

Mr. Frye hoped that this study by Wilsey and Ham would enable the Water Department to refute the position of the State Highway Commission's staff.

The Commission requested copies of the Highway Commission staff report.

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Communications:

Mr.Finn read a letter from Mayor John F.Shelley, addressed to Mrs. Marjorie D. Sheffield, Executive Director, Bay Area USO, Inc., dated January 13, thanking her for her expression of commendation for City's provision of space and support of the Airport USO Lounge.

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General Manager of Public Utilities Calendar Items:

Relative to City's appearance in the Junipero Serra Freeway hearing by the State Highway Commission, Mr. Carr said he was endeavoring to ascertain whether City was to appear in 30 or 60 days. He understood the Highway Commission made it 30 days. In his conversation with Gordon C.Luce last week he had said 60 days.

Commissioner Stack suggested the entire Public Utilities Commission be in attendance at the hearing when City appears.

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Mr. Carr announced that he and Mr. Hansen will attend the Boeing meeting in Seattle January 31. Commissioner Stack is also scheduled to attend.

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Mr. Carr stated in accordance with the Commission's instructions of January 11, 1967 he was reporting on the airport bond issue proposal. He said each of the Commissioners had been supplied with a copy of the program for expansion at the airport. He then read aloud his memorandum of January 24, 1967 addressed to the Commission.

Commissioner Stack asked questions about the overpass and the internal roadway system around the terminal area.

Commissioner White said if there were no meters between the south and central terminals, this would free one full lane of traffic. The meters produce revenue of $30,000 to $35,000 per year, as against cost of one and one half million dollars to build a new traffic lane. He recommended discouragement and phasing out of valet parking.

Mr. Carr said these matters are under discussion.

Commissioner Stack moved, Commissioner Rousseau seconded, the adoption of resolution No. 67-0075 on the proposed program of expansion of the San Francisco International Airport as presented by the General Manager of Public Utilities. On roll call the resolution was unanimously adopted.

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Roll Call:

Commissioner White announced the retirement of Maurice Paul Murphy, Senior Claims Investigator, from City service after 38 years of service with the Municipal Railway.

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On motion of Commissioner Stack, seconded by Commissioner Goldman Resolution No. 67-0075-A commending Mr. Murphy was unanimously adopted.

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On motion of Commissioner Rousseau, seconded by Commissioner Stack, the Commission unanimously adopted a new format for the Public Utilities Commission minutes. The new minutes will contain the resolution number, a concise synopsis of the resolution content, the action taken and a record of the Commission vote, as well as a brief summary of discussions that occurred.

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Commissioner White announced that the Turlock and Modesto Irrigation Districts' annual dinner with the City and County of San Francisco would be held this Friday evening, January 27, 1967, in the Fairmont Hotel.

THEREUPON THE MEETING ADJOURNED.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0049

WHEREAS, The term of Stuart N. Greenberg, as a member of the Public Utilities Commission of the City and County of San Francisco, expired on January 15, 1967; and

WHEREAS, Mr. Greenberg served on the Commission from 1956 to 1967, a period of eleven years, serving as its Vice President from 1960 to 1961 and its President from 1961 to 1963; and

WHEREAS, Mr. Greenberg occupies a prominent position in the civic and social life of San Francisco, applying his marked ability and energy in furthering every progressive movement for the welfare of his native City; and

WHEREAS, During his term of office Mr. Greenberg brought to the Public Utilities Commission untiring energy and singular devotion to the application of sound business principles in the operation of all the public service enterprises under the jurisdiction of the Commission, and discharged all duties in connection therewith with his characteristic ability and faithfulness; therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of the splendid and unselfish service he has rendered, as a member, Vice-President and President of this Commission, does by this resolution express to Stuart N. Greenberg its appreciation for work well done; its thanks for his long and devoted service; its acknowledgement of his many achievements and its most profound wishes for health and happiness in all his future activities; and be it further

RESOLVED, That the Secretary and Assistant General Manager is hereby directed to prepare for presentation to Stuart N. Greenberg a suitable copy of this resolution as a token of the esteem in which he is held by members of this Commission, its executives and staff.

President

Mayor

Vice President

General Manager of
Public Utilities

Commissioner

Commissioner

Commissioner

I hereby certify that the foregoing resolution was adopted by the Public ~~*Utilities Commission*~~

at its meeting of January 24, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0050

RESOLVED, That the budget estimates for the fiscal year 1967-1968, as prepared by the General Manager of Public Utilities and which have been filed by said executive with the Public Utilities Commission and acted upon by said Commission and upon which budget estimates and proposals, public hearing has been held by said Commission, be and the same are hereby approved for the following amounts:

General Office - Public Utilities Commission	$ 539,535
Airport	14,963,286
Special Aviation Fund	5,000
Municipal Railway	32,224,170
Water Department	17,933,306
Hetch Hetchy Project	17,217,882
Utilities Engineering Bureau	2,063,115
Bureau of Light, Heat and Power	5,682,023
1955 Hetch Hetchy Power Bonds	245,116
1956 Airport Bonds	13,024
1961 Municipal Water System Bonds (H.H.)	319,478
1961 Municipal Water System Bonds (Water)	647,217
1962 Airport Bonds	78,865
	$ 91,932,017

IT IS ORDERED, That the budget estimates in the amounts indicated be filed with the Controller in accordance with the provisions of Charter Section 69.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of January 24, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby awards to Halvorson-McLaughlin Constructors of North 4407 Division Street, P. O. Box 5179, Spokane, Washington, as the lowest regular and responsible bidder, Hetch Hetchy Water Supply Contract No. 382, Moccasin Powerhouse Replacement, in the total amount of $4,096,515.00 and all other bids for the above-described work are hereby rejected; and, be it further

RESOLVED, That the error made by the Halvorson-McLaughlin Constructors in the extension of the unit bid price for Bid Item 39 be and is hereby waived as a technical defect.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, to insure compliance with the terms of Purchase Order No. 26820 - Furnish and Deliver Gantry Crane for Moccasin Powerhouse - Mitsui & Company (U.S.A.), Inc., Contractor, it is necessary that the City be represented at the Contractor's plants in Japan by competent Engineers for testing and inspection; and

WHEREAS, the location and intermittent nature of the required testing and inspection make it impractical and uneconomical to assign this work to Utilities Engineering Bureau staff;

THEREFORE BE IT RESOLVED, that this Commission authorizes the General Manager of Public Utilities to negotiate and execute an Order for Service or Work with Lloyd's Register of Shipping, Non-Marine Department, to perform required test supervision and inspection of equipment fabricated under said Purchase Order No. 26820.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 25 1977

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 62-0053

WHEREAS, final plans and specifications for the New Don Pedro Project are being prepared by the Bechtel Corporation; and

WHEREAS, in order that the interests of the City may be adequately protected relative to the features of the New Don Pedro Project in which the City is participating by financial contribution it is recommended that a consulting engineer with extensive experience in the construction of large dams be employed to review said plans and specifications,

THEREFORE, BE IT RESOLVED, That this Commission does hereby approve the employment of Mr. Edward Helgren to act as consultant relative to approval of said plans and specifications by City under the terms and conditions of an appropriate professional engineering services agreement; and,

BE IT FURTHER RESOLVED, That the General Manager of Public Utilities is hereby designated to execute said agreement on behalf of this Commission.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 2 1962

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0054

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Project, and the City Attorney, hereby approves the collections, month of December 1966, for damages which the Department has against miscellaneous debtors:

Bureau of Light, Heat and Power	$ 2,252.23
" thru Bureau of Delinquent Revenue	462.26
	$ 2,714.49;

and hereby approves transfer during the month of December 1966, amount $354.64, by the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 87-0055

RESOLVED, That this Commission hereby awards to St. Francis Electric Service, 14349 Washington Avenue, P. O. Box 3158, San Leandro, California, as the lowest regular and responsible bidder, Airport Department Contract No. 473, Furnish and Install Entrance Controls, Parking Garage, at the San Francisco International Airport in the amount of $17,924; and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 21 1987

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0056

RESOLVED, That this Commission hereby accepts the services rendered as being satisfactorily completed and approves Final Payment in amount of $100.00, in favor of the Sound Abatement Center under Professional Services Agreement to study sound abatement at San Francisco International Airport and communities surrounding the same, for the period July 1, 1966, through December 31, 1966.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

James J. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0057

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: American Building Maintenance Company of California

Space: Pier E, Ground Floor

Room 19.1 (closet) 40 sq.ft.@.50 sq.ft. -	$20.00
Utilities for above	1.00
	$21.00
(New) South Terminal, Ground Floor	
Room 13 (Unfinished) 346 sq.ft. @.25 sq.ft. -	86.50
	$107.50 month

Monthly Consideration: $107.50

Effective Date: January 25, 1967

BE IT FURTHER RESOLVED, that this Commission hereby terminates as of the effective date set forth above that certain Airport Space or Use Permit previously issued to above Permittee under authority of Resolution No. 65-0242 adopted April 6, 1965.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0053

RESOLVED, That in accordance with the provisions of Section 28, Extent of Investment, of that certain Barber Shop lease dated March 22, 1966 this Commission approves in amount $18,205.39 expended by Lessee, Joseph J. Dias, in construction and improvements including equipment for a barber shop in Room 201, South Terminal Building, located at the San Francisco International Airport.

BE IT FURTHER RESOLVED, That in accordance with the provisions of Section 25, Fire Insurance, of the above lease, this Commission approves the amount of $14,000.00 as adequate fire insurance coverage submitted by Lessee.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]-0059

RESOLVED, That this Commission hereby approves that certain amendment, dated July 26, 1966, to the sublease between United Air Lines, Inc., sublessor, and Aeronautical Radio, Inc., Sublessee, dated January 27, 1950, as previously approved by Public Utilities Commission Resolution No. 10,685, adopted May 1, 1950, as amended by Resolution No. 20,594, adopted September 27, 1960, and, be it further

RESOLVED, That this authorization does hereby increase the area subleased by United Air Lines, Inc. to Aeronautical Radio, Inc. from 1,900 square feet of building area to 2,375 square feet and further authorizes United Air Lines, Inc. to charge Aeronautical Radio, Inc. the sum of $2,950.00 per annum as rental for the premises.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0050

RESOLVED, That the General Manager of Public Utilities is authorized to designate three individuals to attend the Civil Aeronautics Board hearing, in the Transpacific Route Case, beginning in Honolulu, Hawaii February 15, 1967, this number of persons being in addition to the attendance of a Deputy City Attorney at the hearing.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 62-0021

RESOLVED, That Rules and Regulations Governing Operations at the San Francisco International Airport be and the same are hereby amended by adding the following section:

SECTION VIII - DISCHARGE OF SEWAGE AND INDUSTRIAL WASTES.

Item 801. PURPOSE

The airport is served by a system of storm drains (or storm sewers) and a system of sanitary sewers.

The storm drains collect stormwater, groundwater seepage, and industrial wastes and conduct the mixture to pumping stations for discharge to the Bay. During dry weather, the flow is pumped to industrial wastes treatment facilities, consisting at the present time of oxidation ponds, prior to discharge to the Bay.

The sanitary sewers conduct the sanitary sewage produced on the airport to a sewage treatment plant, from which the effluent is discharged to the Bay.

The Regional Water Quality Control Board has adopted stringent requirements to be met by the effluents from both systems. The following regulations governing the use of the sanitary and storm sewer systems have been developed to ensure that the system effluents will meet the Board's requirements. At the same time, an effort has been made to be as liberal as possible so as to cause airport tenants a minimum of expense and inconvenience.

Item 802. DEFINITIONS

"Sanitary sewage" or "sewage" shall mean the water carried wastes from toilets, lavatories, kitchen sinks, slop

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ____________________

Secretary and Assistant General Manager

sinks, laundry facilities, airplane holding tanks, etc., and as used herein excludes industrial wastes and stormwater.

"Industrial wastes" shall mean the liquid wastes from any industrial process, including the washing of airplanes, helicopters, trucks, automobiles, and other machines and equipment, including parts thereof.

"Stormwater" shall mean the liquid flowing in storm drains during or following a period of rainfall and resulting therefrom.

"Garbage" shall mean solid wastes from the preparation, cooking, and dispensing of food.

"Properly shredded garbage" shall mean the wastes from the preparation, cooking, and dispensing of food that have been shredded to such degree that all particles will be carried freely under the flow conditions normally prevailing in the airport sanitary sewerage system, with no particle greater than 1/2 in. in any dimension.

"pH" shall mean the logarithm of the reciprocal of the hydrogen ion concentration in grams per liter of solution.

"Tenant" shall mean a leaseholder, or other occupant, of land or premises within the limits of the San Francisco International Airport, or his duly authorized agent. For the purpose of these regulations, "tenant" shall include any party who discharges sanitary sewage, industrial wastes, or stormwater into the sanitary sewers or storm drains operated by the San Francisco International Airport. Each tenant shall appoint a responsible officer of the company to consult with the Airport Manager on all matters concerning these regulations.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ____________________

James J. Finn

Secretary and Assistant General Manager

Item 803. SEPARATION OF WASTE DISCHARGES

Sanitary sewage only shall be discharged to the sanitary sewers. No industrial wastes nor stormwater shall be discharged or connected to any sanitary sewer, nor shall any tank, pail, bucket, or other container containing oil or industrial wastes be emptied into any toilet, sink, sump, or other receptacle connected to the sanitary sewers.

Stormwater and rainwater, roof and yard drainage, and dilute industrial wastes in such concentrations that the resultant discharge will meet the requirements hereinafter specified, shall be discharged to the storm drainage system. No sanitary sewage, kitchen wastes, nor putrescible organic wastes shall be discharged to the storm sewers. Any concentrated industrial wastes or oil shall not be discharged to the storm sewers but shall be collected in approved tanks or sumps and periodically removed from the airport.

Item 804. SUBSTANCES EXCLUDED FROM BOTH THE SANITARY SEWERS AND THE STORM DRAINAGE SYSTEM

Except as hereinafter provided, no tenant shall discharge or cause to be discharged to any sanitary sewer or storm drain any of the following described waters or wastes:

(A) Any liquid or vapor having a temperature higher than 150 deg. F.

(B) Any water or waste containing more than 100 mg/1., of fat, oil, or grease.

(C) Any gasoline, benzene, naphtha, fuel oil, or other flammable or explosive liquid, solid, or gas.

(D) Any garbage that has not been properly

shredded.

(E) Any ashes, cinders, sand, mud, straw, shavings, metal, glass, rags, feathers, tar, plastics, wood, paunch manure, or any other solid or viscous substance capable of causing obstruction to flow or other interference with the proper operation of the sewerage works.

(F) Any waters or wastes having a pH lower than 5.5 or higher than 9.5.

(G) Any waters or wastes containing a toxic or poisonous substance in sufficient quantity to injure or interfere with the sewage or industrial wastes treatment plant processes, constitute a hazard to humans or animals, or create any hazard in the plant effluents or their receiving waters.

(H) Any noxious or malodorous gas or substance in a quantity capable of creating a public nuisance.

(I) Any wastes containing measurable and harmful amounts of radioactive materials.

Item 805. LIMITING CONCENTRATIONS OF CERTAIN CONSTITUENTS OF INDUSTRIAL WASTES IN WATER AND WASTES DISCHARGED TO THE STORM DRAINS

The combined waste waters discharged by any tenant to any part of the airport storm drainage system shall not contain greater concentrations of the following constituents of the wastes than the values tabulated:

Settleable solids	2.0 ml/L/hr.*
Phenols	15.0 mg/L
Cyanide as CN	2.0 mg/L
Cadmium	3.0 mg/L
Chromium	3.0 mg/L
Copper	1.0 mg/L
Lead	1.5 mg/L
Nickel	3.0 mg/L
Silver	2.0 mg/L
Zinc	3.0 mg/L
Iron	5.0 mg/L

The above values apply to composite samples of the wastes collected at half-hourly intervals over a period of not less than three hours. No grab sample shall contain more than twice the above concentrations.

Item 806. PRETREATMENT FACILITIES

In case the sewage and wastes discharged by the tenant do not meet the requirements of Items 804 and 805, the offending constituents shall be removed from the airport by the tenant, or, if permitted by the Airport Manager, the tenant may install pretreatment facilities at his own expense. The design and construction of such facilities and the form of report shall be subject to the approval of the Airport Manager. Approval by the Airport Manager shall not relieve the tenant from complying with the requirements of Items 804 and 805. Such facilities, if installed, shall be operated at not less than 90 percent of their

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*ml/L/hr. Milliliters per liter per hour.
mg/L. Milligrams per liter.

theoretical efficiency and shall be subject to the inspection of the Airport Manager at all times. The tenants shall submit to the Airport Manager monthly reports covering the operation of the facilities.

Item 807. GREASE, OIL, AND SAND INTERCEPTORS

An interceptor shall be provided in all tenants' storm drains and sewers before the connection to the airport sewage or storm drainage collection systems where liquid wastes contain quantities of oil and grease in excess of the amount set forth in Item 804, or any flammable substance, or sand.

If the excess oil and grease is due to soluble oil, not separable by gravity treatment, special treatment facilities shall be installed as required in Item 806.

The design and construction of oil and grease separators and treatment installations shall be subject to the approval of the Airport Manager. Such facilities shall be maintained in continuously efficient operation at all times, and shall be subject to the inspection of the Airport Manager at any time. The tenants shall submit monthly reports to the Airport Manager covering the operation of the separators. Such reports shall include date and time of inspection, quantity of oil in the separator, amount of oil in the effluent by visual inspection, date and time of removal of oil and sediment, amount removed, by whom removed, and where deposited.

Item 808. INSPECTION FACILITIES AND SAMPLING

Samples shall be taken at the farthest downstream manhole on the tenant's sewer or storm drain, or at the first downstream manhole on the airport sewer or storm drainage system as agreed upon by the tenant and the Airport Manager, provided such a manhole exists on a sewer or drain receiving only the wastes from the

individual tenant.

If no such manhole exists, but the installation of such a manhole is possible without major and expensive rebuilding of the drainage system, the Airport Manager may require the installation of such a manhole.

If no such manhole exists and until such time as one may be built, samples may be taken of the wastes in manholes on the airport drainage system just upstream and just downstream of the tenant's connection. Samples shall be taken by the same sampler first at the upstream manhole and then as soon thereafter as practicable at the downstream manhole. Any increase in concentration of the wastes shall be attributed to the discharge from the tenant's connection.

Access to the sampling manhole shall be provided the Airport Manager at all times.

Item 809. TESTING STANDARDS

All measurements, tests, and analyses of the characteristics of water and wastes to which reference is made in these regulations shall be determined in accordance with the latest edition of "Standard Methods for the Examination of Water and Waste Water" published jointly by the American Public Health Association, the American Water Works Association, and the Water Pollution Control Federation and shall be determined on samples taken at the inspection facility or manhole stipulated in Item 808.

Item 810. VIOLATION

The Airport Manager will send tenants copies of the results of all analyses of the tenants' effluent, and will point out in what respect, if any, the results indicate failure to

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ____________________

Secretary and Assistant General Manager

comply with these regulations.

In case the wastes discharged do not comply with these regulations in all particulars, the tenant shall notify the Airport Manager in writing, within thirty days, of what steps he proposes to take to achieve compliance and shall obtain the Airport Manager's approval. Steps to be taken by tenants under such circumstances may include one or more of the following:

(A) Removal of the wastes containing the offending constituent from the airport by tank truck.

(B) Improvement or changes in operating methods to eliminate or reduce to acceptable limits the offending constituent.

(C) More frequent cleaning or better operation of existing facilities such as oil separators.

(D) The installation of pretreatment works which may consist of any of the following:

1. Neutralization of acids and alkalies.
2. Chemical treatment, flocculation, and sedimentation or flotation for the removal of heavy metals, oils, and cyanides.
3. Storage tanks for equalizing the volume and concentration of the wastes and discharging the wastes at a uniform rate throughout the 24 hours of the day. Such facilities may, subject to approval, provide for limited dilution of the wastes with water.

Upon receiving the Airport Manager's approval, the tenant shall proceed forthwith to take the steps proposed to eliminate the non-compliance.

In cases of non-cooperation or neglect, the Airport Manager may direct the tenant in writing to take such of the above steps to remove the non-compliance as he considers appropriate, and shall give the tenant a reasonable length of time, not less than 10 nor more than 90 days, to achieve compliance. In case the tenant does not take action as directed and the non-compliance continues, the Airport Manager may at his option (1) enter upon the tenant's property and construct such works as may be required, at the tenant's sole expense, or in case such works exist and are not being properly operated, he may take over the operation of such works, the tenant to pay all costs for personnel, labor, materials, and services required including overhead, or (2) install a stop gate or stopper in the tenant's sewer or drain connection where it enters the airport sewerage or drainage system, and shut off the flow of offending wastes until the tenant agrees to take the necessary steps to eliminate non-compliance.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0063

RESOLVED: That this Commission amends its Resolution No. 24,247 adopted August 25, 1964 which extended the term of the Flower Shop lease dated June 7, 1954 between City and Albert J. Boragno and which Resolution contained conditions predicated on the assumption that Lessee would expand his exclusive flower shop operation into the South Terminal, by deleting from said Resolution the conditions that the minimum annual rental be increased from $2000 to $4500; that Lessee surrender Room 147 of the Central Terminal and occupy a new area of approximately 440 square feet in the same general area of Room 147; that Lessee should lease part of Room 117 in the South Terminal; and that Lessee should expend not less than $6000 for Capital improvements in connection with said Room 117; and be it further

RESOLVED: That this Commission approves that certain Amendment to the aforesaid Lease, copies of which Amendment are on file with Commission's Secretary, whereby the guaranteed annual minimum rental is increased from $2000 to $3350, and Lessee releases, relinquishes and surrenders to City Lessee's right if any, under said Lease to expand or extend the demised area to the South Terminal and to any exclusive concession rights if any, to operate in the South Terminal, and amending Section 7 of said Lease regarding operational standards, and adding to said Lease City's standard lease clauses pertaining to conflict of interest, declaration regarding Airport roads and nondiscrimination clause, and extending said Lease term under authority of Section 18 thereof to August 26, 1969, and assigning to and permitting Lessee to use an area of 264 square feet adjoining Lessee's Room 147 for the remainder of said extended term and under the terms and conditions of said Lease, which area resulted from City's remodeling and renovating the main floor of the Central Terminal, which area Lessee shall furnish and equip at Lessee's sole cost and expense and use in connection with the flower shop operation, the consideration for which additional area shall be included in said guaranteed minimum annual rental in accordance with Section 1 of said Lease, and renumbering Room 147 as expanded to Room 139.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission approves that certain form of Lease of Room 117B in the South Terminal and Rooms 139 and 23.8 in the Central Terminal at San Francisco International Airport, as said rooms are shown, respectively, in Airport Drawings numbered CA-12692, CA-12592 and CA-12695, copies of which form of lease are on file with Commission's Secretary, and which form provides for the use of said rooms for conducting a flower shop operation; Lessee shall construct and install all improvements for Room 117B in accordance with plan Nos. 1, 2 and 4, November, 1966, previously approved by Commission and for which lessee shall pay proportionate share of architectural fees in an amount not to exceed Twelve Hundred Dollars ($1200); (Lessee of candy shop in adjoining coordinated premises shall pay the remaining proportionate share of said architectural fees); the term of the Lese of Room 117B to commence on the date of confirmation by this Commission of the award of said lease by the Director of Property and to continue for a period of ten (10) years; the term of the Lease of Rooms 139 and 23.8 to commence on August 27, 1969 and to continue until the date of the tenth (10th) anniversary of the lease term of Room 117B, with two (2) options of five (5) years each for lease term extensions to be subject to the terms and conditions thereof as determined by City and lessee; the annual rental of Room 117B from its lease term commencement date to August 27, 1969, to be either a minimum guarantee of Thirty-three Hundred Fifty Dollars ($3350) or the biddable percentage of the annual gross revenues (which biddable percentage shall be not less than eight point one five per cent (8.15%), whichever amount is greater; the annual rental of Rooms 117B, 139 and 23.8 for the

period commencing on August 27, 1969, and continuing to the date immediately preceding the tenth (10th) anniversary of the commencement date of the lease term of Room 117B to be either a minimum guarantee of Sixty-seven Hundred Dollars ($6700) or the aforesaid biddable percentage of the annual gross revenues, whichever amount is greater; the extent of investment applicable to Room 117B to be not less than Twelve Thousand Five Hundred Dollars ($12,500) and to Room 139 the sum of Forty-five Hundred Dollars ($4500), as provided in said lease; and be it further

RESOLVED, That the Director of Property is requested to invite bids for award of said lease, and said call for bids shall contain the following condition:

> "The highest responsible bidder shall mean that bidder which, in the judgment of the Public Utilities Commission, has established financial responsibility as well as satisfactory experience in providing the service bid upon or in merchandising the commodity bid upon. Superior experience may, in the discretion of the Commission, be grounds for awarding the bid to other than the highest bidder."

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 2 1 1969

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $161.30; approves Final Payment in amount of $5,367.70, in favor of the Lowrie Paving Co., Inc. under Water Department Contract No. 1274, Laying of 6" C.I. Main in Stanyan St. between Fulton and Grove Streets, and allows 1 (one) working day unavoidable delay due to adverse weather.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0015

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $16.70; approves Final Payment in amount of $5,386.70, in favor of W. L. Fairey under Water Department Contract No. 1275, Laying of 8" C.I. Main in Fifth Ave., North of Lake Street, and allows 6 (six) working days unavoidable delay due to adverse weather.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0066

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities, on behalf of the Public Utilities Commission of the City and County of San Francisco, to execute that certain agreement between the San Francisco Water Department and the United States Bureau of Sport Fisheries and Wildlife covering the eradication of predatory animals on Crystal Springs watershed property in San Mateo County. All costs and expenses in connection therewith to be borne by the said Bureau and the County of San Mateo.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16,527, adopted July 16, 1956, payment of claims in the amount of $306.90 made by the San Francisco Water Department, month of December 1966, per Revolving Fund Voucher No. 2594.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-00[illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1293 - Laying of 48-inch Steel Main in James Rolph Playground at Army Street between Hampshire Street and Potrero Avenue, to Underground Construction Co. Inc. in the net amount of $13,869.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1050

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1290 - Reconditioning a Portion of 54-inch San Andreas Pipeline in San Mateo County, to Pipe Linings Inc. in the amount of $33,945.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $496.20; approves Final Payment in amount of $5,878.86, in favor of Associated Pipe Line, Inc., under Water Department Contract No. 1267, Excavation and Repaving for Water Service Renewals.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby requests the Controller's certification of Debit Modification of Contract of Water Department contract No. 1249 - Elevator Installation, 425 Mason Street Building, Arthur Baum, Contractor, in the maximum amount of $2,391.43, to allow for the rerouting of electrical conduits as required and plastering rerouted conduits to comply with code requirements in the installation of new elevator at 425 Mason Street Building.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, on Friday, January 20, 1967, during the commencement of a tunnel flushing procedure for the new Canyon Power Tunnel on the Hetch Hetchy Project prior to startup of the new Robert C. Kirkwood Powerhouse the wire rope used to remove a shutter gate on the O'Shaughnessy Dam outlet furnishing water for the tunnel flushing parted, thereby making the removal of the shutter gate impossible; and

WHEREAS, it will be necessary to proceed expeditiously to perform emergency repairs so that the shutter gate located at a considerable distance below the surface of Hetch Hetchy Reservoir may be removed so that tunnel flushing may proceed; and

WHEREAS, the delay in tunnel flushing would conjunctively delay the commencement of operation of Robert C. Kirkwood Powerhouse resulting in a loss of considerable power revenue for the City;

NOW, THEREFORE BE IT RESOLVED, that time being of the essence, this Commission in accordance with the provisions of Section 6.30, Part I, of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such emergency repairs in the most expeditious manner; and

BE IT FURTHER RESOLVED, that the Controller be and he is hereby requested to certify funds from Appropriation No. 858.050.090 in an estimated amount of $5000 to provide for said emergency repairs.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, On January 21, 1967, a feeder switch unit in the main distribution sub-station of the Airport electrical system failed and burned, and

WHEREAS, This failure caused a substantial power failure throughout the Airport, and

WHEREAS, It is necessary that the electrical service to all portions of the Airport be fully operable, and

WHEREAS, Said electrical failure occurred during a severe rainstorm and resulted in further damage to Airport facilities; now, therefore, be it

RESOLVED, That time being of the essence, this Commission in accordance with the provisions of Section 6.30, Part I, of the Administrative Code of the City and County of San Francisco, hereby finds and declares the existence of an emergency and directs the General Manager of Public Utilities to effect such necessary work in the most expeditious manner to restore said electrical system service; and, be it

FURTHER RESOLVED, That the Controller be and is hereby requested to approve a transfer of funds from Appropriation No. 4.726.711.000 to Appropriation No. 6.726.723.000 in the amount of $20,000 to provide for the necessary emergency repairs.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes the employment of the firm of Wilsey and Ham for professional engineering services relating to the freeway route in watershed lands.

This firm is to review reports by others presented to the State Highway Commission at their January 18, 1967 meeting; review the water quality report prepared for the State by Leeds, Hill and Jewitt; review cost estimates of the route; design improvements to the approved ridge route, and to make presentation as requested.

Fee to be determined on an hourly basis and not to exceed $7,500.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0075

RESOLVED, That the Public Utilities Commission of the City and County of San Francisco, on the written recommendation of the General Manager of Public Utilities made pursuant to the provisions of Section 121 of the Charter, does hereby request the Mayor and the Board of Supervisors to submit to the electorate of the City and County of San Francisco at the General election of November 7, 1967, the incurrence of a bonded debt in the amount of $98,000,000 for construction and the making of additions, betterments and extensions to the San Francisco International Airport; and, be it further

RESOLVED, That the Board of Supervisors shall provide, in its resolution of necessity and ordinance calling the election, that the monies realized from the sale of bonds shall be devoted to construction and the making of additions, betterments and extensions to said airport, consisting of, but not limited to, extensions, construction and reconstruction of runways, taxiways, turnouts, aprons and related operational facilities and navigational aid requirements; development and construction of new passenger facilities; improvements to existing passenger facilities, construction of north terminal and appurtenances; construction of air cargo facilities; completion of the parking garage to its capacity of 8,000 automobiles; improvement of the airport roadway system, utility installations and related facilities; acquisition of land and placing of necessary fill; construction of a heliport in downtown San Francisco; construction of general aviation facilities; construction of a new firehouse and all appurtenances and purchases of equipment for the efficient functioning and operation of a modern major airport facility; provided, however, that in each of the general areas requiring bay fill in the contemplated program (runway extensions and cargo center) no diking or filling shall commence until this Commission is authorized to proceed with said work by permit granted by the Bay Conservation and Development Commission or other appropriate body under the provisions of applicable law.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]-A

WHEREAS, Maurice P. Murphy, Senior Claims Investigator, has retired from the service of the City and County of San Francisco after more than thirty-eight years of service with the Municipal Railway; and

WHEREAS, In the performance of his duties as a Motorman, Conductor, Inspector, Claims Investigator and Senior Claims Investigator, in his contacts with the public, his fellow employees and the heads of departments, he has earned their respect and admiration; and

WHEREAS, The Public Utilities Commission recognizes the valuable service Mr. Murphy has rendered the people of San Francisco while employed by said Municipal Railway; therefore be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. Murphy its best wishes for a long and happy life and the assurance of its appreciation of work well performed; and be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby directed to prepare a copy of this resolution for presentation to Mr. Maurice P. Murphy.

President

Mayor

Vice President

Manager of Utilities

Commissioner

General Manager
Municipal Transit System

Commissioner

Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 24 1967

James J. Finn
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0049-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accident	Settlement
Non-litigated Settlements		
CC Norma J. Jones	June 20, 1966	$ 900.00
CC Mary B. Liu and Pei Chi Liu	June 25, 1966	1,400.00
MC Leonard Arthur Gunning	July 21, 1966	634.68
MC Joseph Buggs, Jr.	December 9, 1966	733.01
Litigated Settlements		
MC Cornetta E. Johnson aka Cornetta Ella Johnson	April 12, 1965	750.00
SC Yvette M. Hafiz, a minor, by and through her father Frederick Hafiz, her guardian ad litem	March 2, 1965	750.00
Judgment		
MC Robert A. Pease	November 2, 1965	640.19
Appropriation No. 6.735.804.000		$5,807.88

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of January 24, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

MEMORANDUM

January 24, 1967

TO: Members, Public Utilities Commission
Oliver M. Rousseau, President
Thomas P. White, Vice-President
Thos. F. Stack
Richard N. Goldman

FROM: James K. Carr
General Manager of
Public Utilities

SUBJECT: Recommended Budget, Public Utilities Commission, 1967-68

This memorandum briefly supplements my January 20 memorandum recommending to you a budget of $92,549,000 for the 1967-68 fiscal year.

Its purpose is to discuss additional information compiled by William J. Dwyer, Director of the Commission's Bureau of Accounts.

The ratio of revenue-supported activities to tax-supported activities is at about the same level for this budget as for last year's.

But the major factor affecting such a percentage comparison is, of course, the budget for the Municipal Railway, which amounts to a total recommendation of $32,224,000 this year -- an increase of $1.7 million.

It is interesting to note that although tax-supported expenditures will equal an approximate 14 per cent dollar increase, the total Municipal Railway budget in dollars represents an increase of only 5 per cent. This results from the clear fact that we do not expect much more in the way of revenue next year.

The Municipal Railway budget, therefore, in my opinion, represents a rock bottom budget.

City Charter wage provisions make $654,000 of the $1.7 million budget increase mandatory; and negotiated union agreements, concurred in by Mayor Shelley and the Board of Supervisors, resulted in a new budget item which is included in that figure -- $170,000 for uniforms.

An additional $958,000 of the $1.7 million increase is for reconstruction of facilities, a fire protection system at the 75-year-old Geneva Car Barn, and certain other items which are virtually of emergency nature.

Inasmuch as we have refused to agree to any other increases in the Municipal Railway budget, the increases we have recommended are either mandatory or vitally necessary for the operation of the Railway.

It is anticipated that $10,901,000 of the recommended $32,224,000 Railway budget must come from ad valorem tax support.

With the exception of $2,176,000 in tax support funds to support the Bureau of Light, Heat and Power (BLHP), the remainder of the Utilities functions under the Commission's control are supported by their own revenues.

The $2,176,000 for BLHP is actually the cost of supplying electric energy for lighting of public buildings and street lighting. There is some question about the propriety of considering this a tax item chargeable to the Public Utilities Commission operation. It has, however, been the practice since BLHP was established.

It should again be noted that the City's General Fund is benefited by approximately $3,343,000 annually from Utilities operations. This is true by virtue of the discount on electric power rates for deliveries to City departments, free water to City departments, and interest earned by department funds deposited with the City Treasurer.

James K. Carr

MEMORANDUM

January 20, 1967

TO: Members of the Public Utilities Commission
Commissioner Oliver M. Rousseau, President
Commissioner Thomas P. White, Vice President
Commissioner Thomas F. Stack

FROM: James K. Carr, General Manager
of Public Utilities

SUBJECT: Recommended Budget, Public Utilities Commission,
1967-1968

This memorandum is to outline the principal features of the proposed budget covering Public Utilities Commission activities for the fiscal year 1967-1968, for recommendation to Mayor John F. Shelley.

He, in turn, will submit it to the Board of Supervisors.

The Commission participated in a series of departmental budget reviews which began on November 21 and concluded December 27, 1966.

The recommended budget for the Public Utilities Commission for the fiscal year 1967-1968 totals $91,932,000, an increase of $11,100,000 over the 1966-1967 budget.

The bulk of the increase does not affect the tax rate, inasmuch as 85 per cent, or $9,435,000, comes from revenue producing utilities.

Revenues needed to finance utilities operations are estimated at $92,549,000. The major source of these funds, or 86 per cent ($79,472,000), is derived from revenue producing departments.

Thus, only 14 per cent ($13,077,000) of the total financing is supported by property taxes. (See attached illustrations)

It should be emphasized that these revenue figures do not reflect contributions made to the general fund by water and power utilities each year.

Last year this contribution amounted to $3,343,000, a breakdown of which is as follows:

Electric energy supplied to City departments at a discount of 21 per cent	$ 618,000
Free water supplied to City departments by the San Francisco Water Department	1,225,000
Interest earned by department funds deposited with the City Treasurer	1,500,000

More than 40 per cent ($4,494,707) of the budget increase is for urgent additions and betterments at the financially self supported San Francisco International Airport. Another 17 per cent, or $1,832,000, is for bond interest and redemption.

The budget's largest single type of expenditure is the $34,100,000 required for payment of salaries and wages of 4,127 employees.

Other major items include $15,368,000 for bond interest and redemption payments; $15,123,000, equipment and capital; and $1,648,000 for property taxes payable to other counties.

A total of 61 new positions, costing $562,281, are requested in the budget; and all of them are for revenue

producing departments. No new positions have been requested for tax supported departments.

A list of the major items and increases are detailed on the attached sheets.

PUBLIC UTILITIES COMMISSION
PROPOSED BUDGET
1967 - 1968

MAJOR ITEMS AND INCREASES

INTERNATIONAL AIRPORT - $14,968,000 - INCREASE - $5,662,000

(a) 21 new positions at a cost of $201,558.

(b) Light, Heat and Power, $1,213,100, an increase of $213,000.

(c) Equipment, $301,810, an increase of $112,826 which includes two pieces of rescue and fire fighting equipment at $185,000.

(d) Capital Improvements $5,395,000. The projects are as follows:

1.	Expansion - Pier "E"	$1,530,000
2.	Advance engineering on next third of garage and entrance road modifications	900,000
3.	Employee Parking Lot Expansion	170,000
4.	Advance engineering and paving - interim cargo facilities	720,000
5.	San Bruno Flood Control Project	390,000
6.	Extension of taxiways and improvements to landing field areas	780,000
7.	Improvement to Field Crash house	30,000
8.	Improvement to Utility System	107,000

INTERNATIONAL AIRPORT (CONT'D)

9.	Landing Field Reconstruction	400,000
10.	Engineering - Utilities Engineering Bureau	368,000
		$5,395,000

MUNICIPAL RAILWAY - $32,224,000 - INCREASE - $1,724,000

(a) Operators wages $13,707,170, an increase of $335,770 of which $263,900 is mandatory and $71,870 is for increased service on the cable car lines.

(b) Miscellaneous wages $4,622,954, an increase of $79,777, due to mandatory wage rate increases.

(c) Deferred maintenance $554,200, an increase of $148,200.

(d) Uniforms $170,000. A new budget item as a result of the recent negotiations with the unions.

(e) Stores Revolving Fund $158,106. First increase in this item in over 20 years.

(f) Fixed Charges $2,499,880, an increase of $138,940 of which $35,000 is for Retirement and $68,000 for Social Security.

(g) Capital Improvements $800,698. The major items are:

Fire Protection System - Geneva	$ 71,000
Replacement Equipment	103,200
Engineering	72,948
Reconstruction - Cable Car Facilities	340,000
Repave Presidio Bus Yard	71,000
Replace Welding Shops	24,000

PUBLIC UTILITIES COMMISSION
PROPOSED BUDGET
1967 - 1968

MAJOR ITEMS AND INCREASES

WATER DEPARTMENT - $17,933,306 - INCREASE - $1,171,000

(a) 26 new positions at a cost of $223,000

(b) Contractual Services $648,000, an increase of $186,000. The major increases are:

Landscape gardening	$ 20,000
Color film of facilities	20,000
Meter Repair Program	68,000

(c) Capital Improvements $4,074,000, an increase of $780,000. The larger items are as follows:

Equipment	$ 285,000
New Services and Meters	500,000
Main Extensions	350,000
Renew Services	1,242,000
Relocate Mains	186,000
Replace Mains	500,000
Cement Mortar Lines	130,000
Replacement of Cottages	110,000
Chlorination Station	150,000
Rehabilitate Stanford Heights Reservoir	460,000

HETCH HETCHY PROJECT - $17,218,000 - INCREASE - $2,274,000

(a) 2 new positions at a cost of $16,926.

(b) Contractual Services $143,000. The major new items in the appropriation are:

Power Marketing Study	$ 65,000
Helicopter Services	12,000
Historical Film	20,000

(c) Service Charge for Transmission $2,310,000, an increase of $191,100 as a result of new power customers.

HETCH HETCHY PROJECT (CONT'D.)

(d) Fixed Charges $693,256. The new item under this category is a $135,000 item for the lease of office space for the Hetch Hetchy and Utilities Engineering Bureau.

(e) Capital Improvements $3,001,000 - Division Conduit - Moccasin:

Reservoir	$2,000,000
Engineering	368,000
Moccasin Powerhouse Replacement	250,000
Reconstruct Cherry Road	70,000
Replace Cottages Early Intake	60,000
Replace Distribution System O'Shaughnessy Dam	75,000

(f) Bond Interest and Redemption $8,147,597 increase of $1,027,650 based mainly for interest on a proposed sale of $45,000,000 bonds for the construction of the New Don Pedro Dam.

UTILITIES ENGINEERING BUREAU - $2,063,115

12 new positions at a cost of $120,797.

LIGHT, HEAT AND POWER - $5,682,023 - INCREASE - $317,000

$285,445 increased cost of lighting Public Buildings.

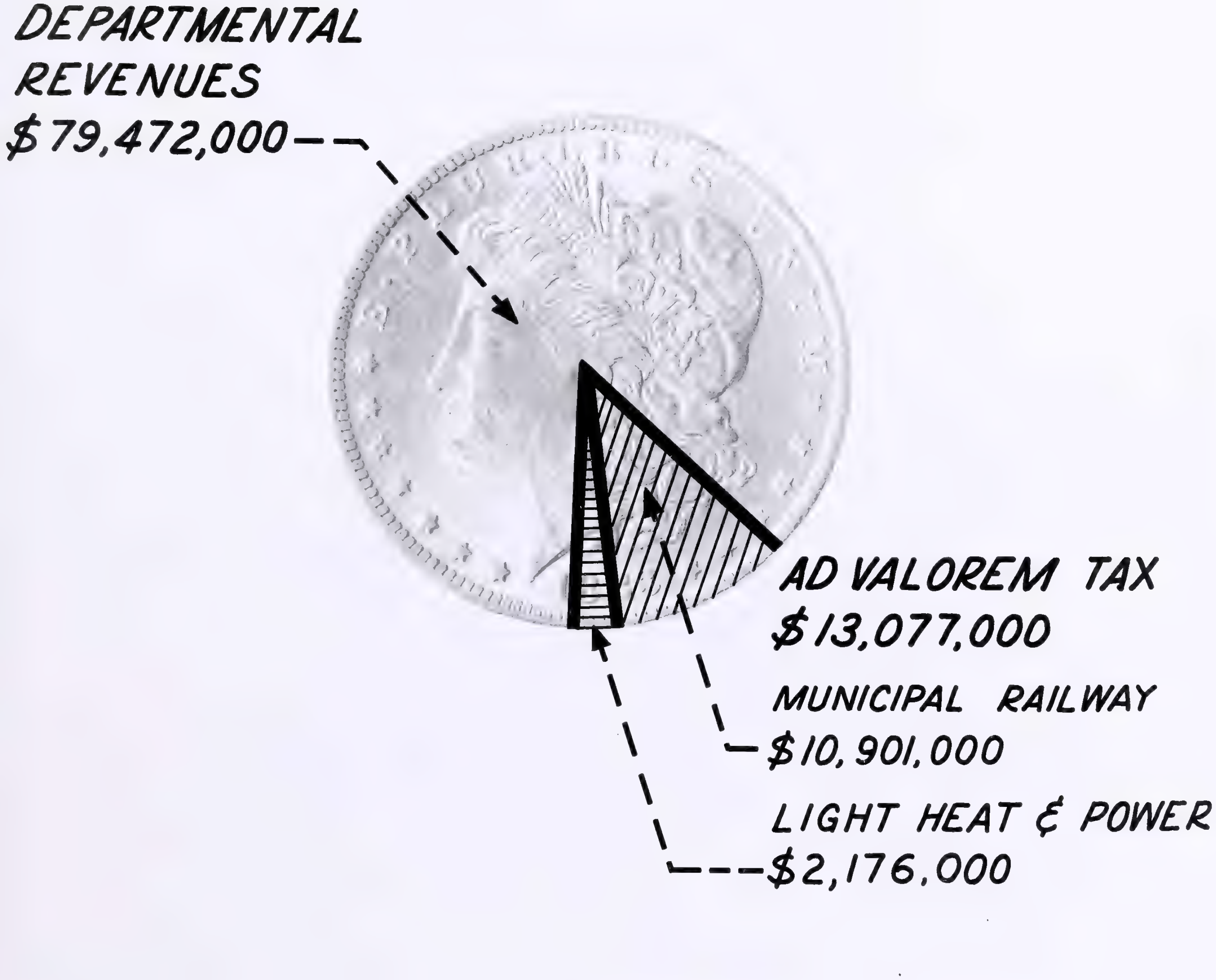
BOND FUNDS - $1,303,700

Engineering costs for various bonds for the fiscal year.

A

PUBLIC UTILITIES COMMISSION
PROPOSED BUDGET
1967 - 1968

TOTAL REVENUES $92,549,000



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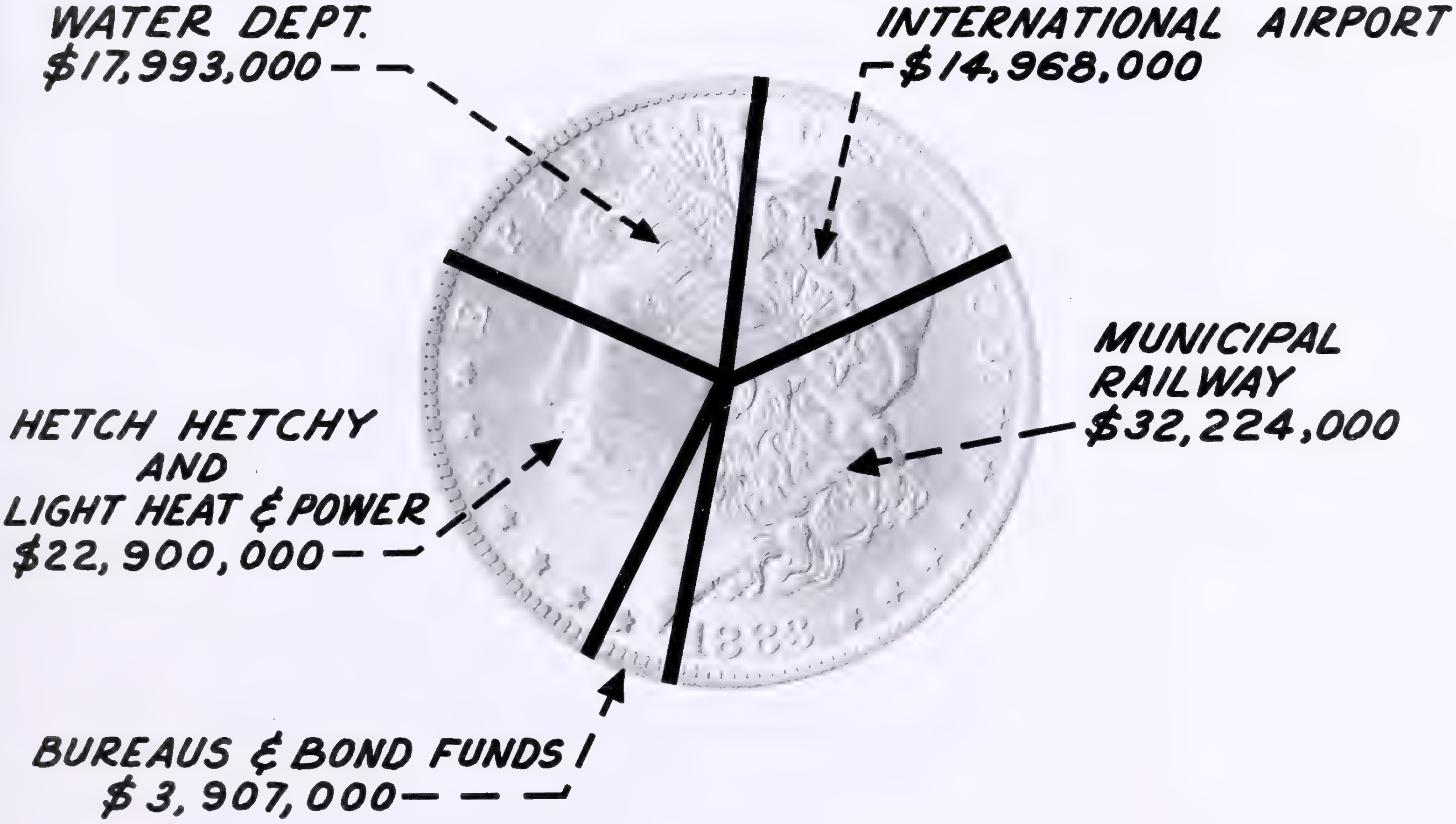
PUBLIC UTILITIES COMMISSION PROPOSED BUDGET 1967 - 1968

TOTAL EXPENDITURES $ 91,932,000



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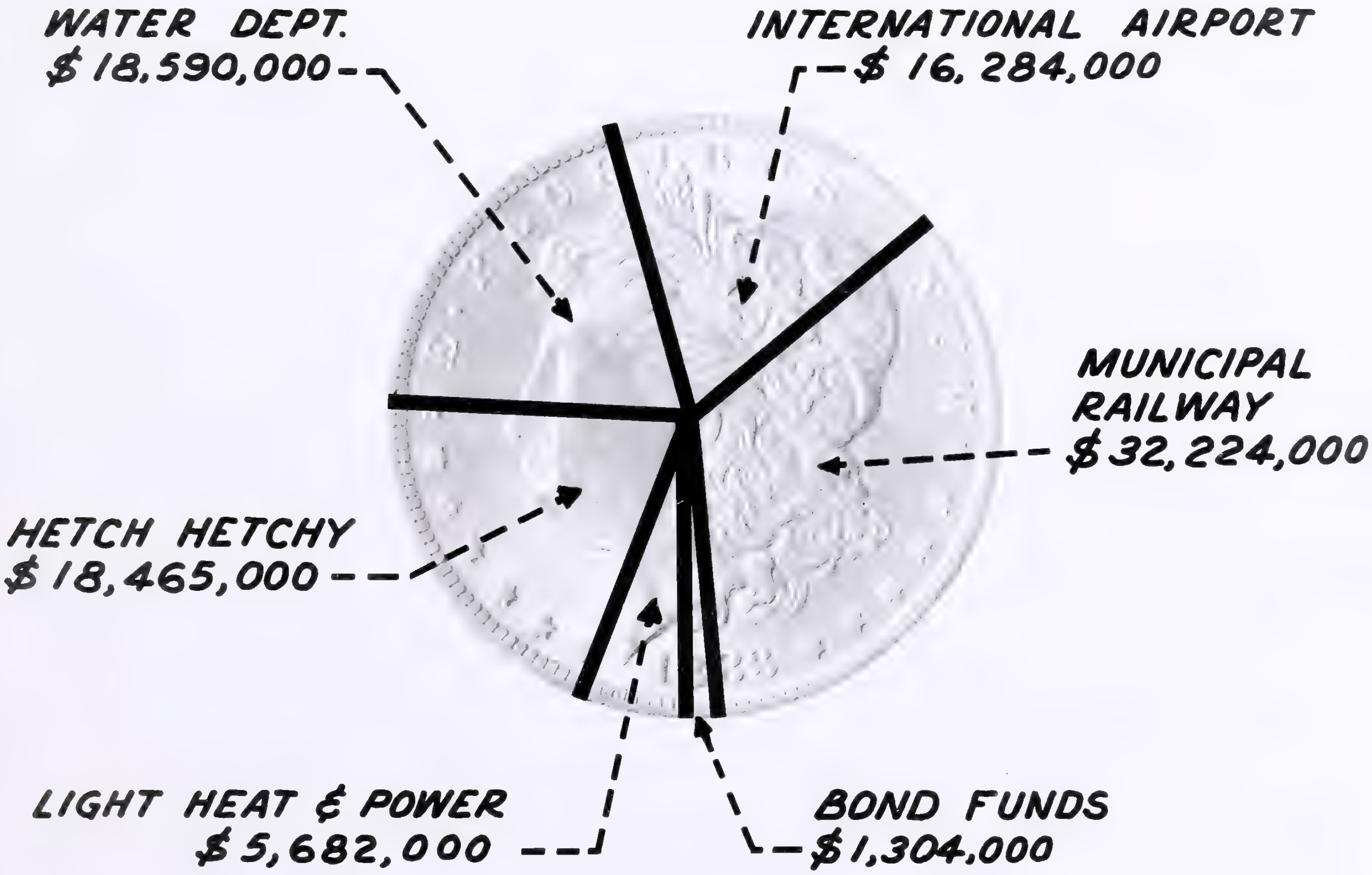
PUBLIC UTILITIES COMMISSION
PROPOSED BUDGET
1967-1968

TOTAL REVENUES $92,549,000



MEMORANDUM

January 24, 1967

TO: Members of the Public Utilities Commission
Commissioner Oliver M. Rousseau, President
Commissioner Thomas P. White, Vice President
Commissioner Thos. F. Stack
Commissioner Richard N. Goldman
Commissioner Joseph I. Kelly

FROM: General Manager of Public Utilities

SUBJECT: Program of Expansion
San Francisco International Airport

In accordance with Section 121 of the City Charter, I hereby submit to the Public Utilities Commission my recommendation for a $98 million general obligation bond issue to meet the critical need for expansions and improvements at San Francisco International Airport.

You will recall my memorandum of January 10, 1967, on the above subject in which it was suggested that these needs can be met from present revenues and a $98 million general obligation bond issue prepared for the November, 1967, ballot.

The benefits from such expenditures over the next six years will far outweigh the costs, particularly in view of the corollary consideration that the Airport, according to local business analyses, is worth more than $1.5 million a day to the San Francisco economy.

It must be reemphasized that the $98 million general obligation bond issue can be repaid from Airport revenues without any burden on the taxpayers of this City.

In that connection, your attention is again directed to the statement by Mr. George F. Hansen, General Manager of the International Airport:

> "A revised projection of revenues gives assurance that debt service on a $98 million bond issue can comfortably be met on the basis of a 15-year amortization period."

Mr. Nathan B. Cooper, City Controller, and Mr. William J. Dwyer, Director of the Commission's Bureau of Accounts, concur with Mr. Hansen's findings.

Conservative estimates of projected revenues for the next several years have been applied to this program, a factor that further demonstrates the lack of difficulty that actual revenues from a constantly improving Airport economy will have in meeting the bond costs.

This suggested program will provide for increasing the Airport's present nominal capacity of 12 million passengers a year to 20 million passengers a year--and it is now estimated that this volume will be reached in 1972.

The International Airport accommodated approximately 10.5 million passengers during the 1966 calendar year, is now operating at an estimated 11 million passenger rate, and is expected to reach the 12 million passenger point by the end of this year.

With further reference to Section 121 of the City Charter, alternate methods of financing needed International Airport improvements have been explored. Discussions on the use of the non-profit corporation technique for building certain vitally needed structures are continuing, insofar as this manner of proceeding might be clearly advantageous to the taxpayers of San Francisco.

It is believed that the suggested general obligation bond program is at present the most efficient and economic method of meeting the demands the dramatic growth of commercial aviation are making on the Airport.

Certain details of the program will, of course, be subject to continued refinement. For example, we are studying the best method of achieving early construction of an overpass at the Airport entrance which will relieve traffic congestion and attendant hazardous conditions.

We may be able to reduce the cost of the overpass by making it a temporary structure--but any saving in this area will probably be balanced by costs of transportation improvements within the Airport complex, such as horizontal elevators.

Therefore, I think the amounts in the program prepared by Mr. Hansen and other members of the Utilities staff are satisfactory for present purposes.

Because we must operate the Airport as part of a total transportation system, we are recommending the employment of a traffic engineer. We cannot overlook the impact of the total flow of traffic generated by freeways, rapid transit, helicopters, or other modes of transportation.

It is of the utmost importance that in any professional service contract for architectural and engineering services at the Airport we require full periodic public exposure of the plans as they are developed. In furtherance of this objective it is proposed to engage the services of consultants to exercise control over architectural design and engineering development.

We believe that such a procedure will enable those concerned with architectural excellence an opportunity to submit their comments to the Commission. We, as public officials, have an obligation, particularly with the International Airport, to see that it is constructed in a manner that concerns itself with sensitive civic design. It is so essential on projects which represent San Francisco to travelers from all over the world.

Your prompt approval of this proposed bond issue is requested in hopes that we can soon begin the intensive educational program that is required to win its approval.

I am confident that if the people of San Francisco have the full facts concerning the recommended Airport expansion, they will give the program their overwhelming approval in November, 1967.

JKC:AW

SAN FRANCISCO WATER DEPARTMENT

MONTHLY REPORT

TO THE

GENERAL MANAGER OF PUBLIC UTILITIES

January 24, 1967

16" FEEDER MAIN BREAK

The year 1967 was only five days old when the Department experienced one of the more spectacular type of main breaks. A 16-inch cast iron feeder main from the Sunset Reservoir system, serving parts of the Amazon and upper Excelsior districts broke near the intersection of Niagara and Cayuga Avenues. One joint of pipe split from end to end (about 19 feet), washing out a hole approximately 25 feet long and 15 feet wide with a maximum depth of 7 feet. The washout extended about 40 feet under the street pavement beyond this open hole. The debris washed from this area was deposited along the streets and upon adjacent property, requiring cleanup and backfill operations. Repairs were complete and the main in service on January 10th. There were no poor pressure complaints reported as the distribution system is designed to provide alternate paths of supply to major areas. Only a few dirty water complaints were reported due to abnormal operating conditions during this period.

JUNIPERO SERRA FREEWAY

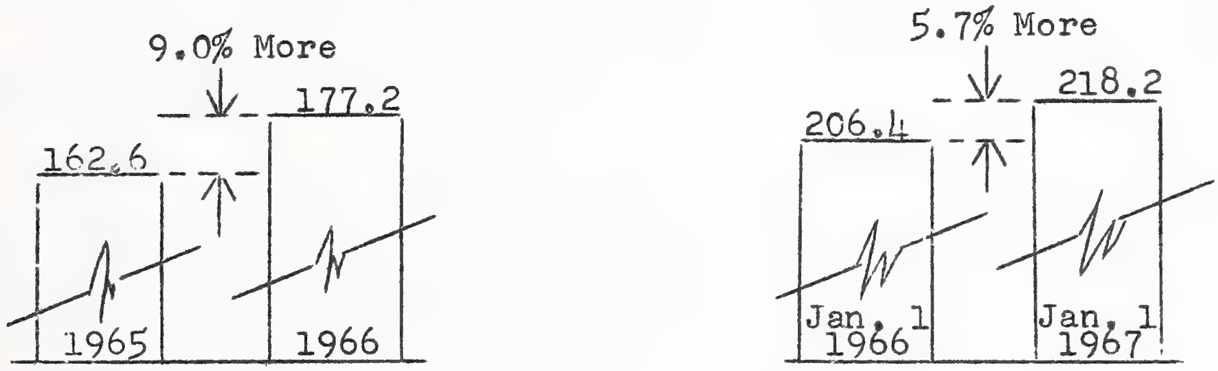
On January 12, Mr. Frye attended a meeting of the San Mateo County Board of Supervisors at which that board reaffirmed their support for San Francisco's position in the selection of a route for the disputed section of freeway in the vicinity of Crystal Springs Reservoir.

On January 18, Mr. Frye attended a meeting of the State Highway Commission, in Sacramento, at which the matter of reopening the hearings on this freeway was put over to their next meeting scheduled for February 15 and 16, in Los Angeles. Consideration is being given to obtaining outside consulting services to aid in this matter.

WATER CONDITIONS

GROSS CONSUMPTION OF WATER

Million Gallons Per Day Average

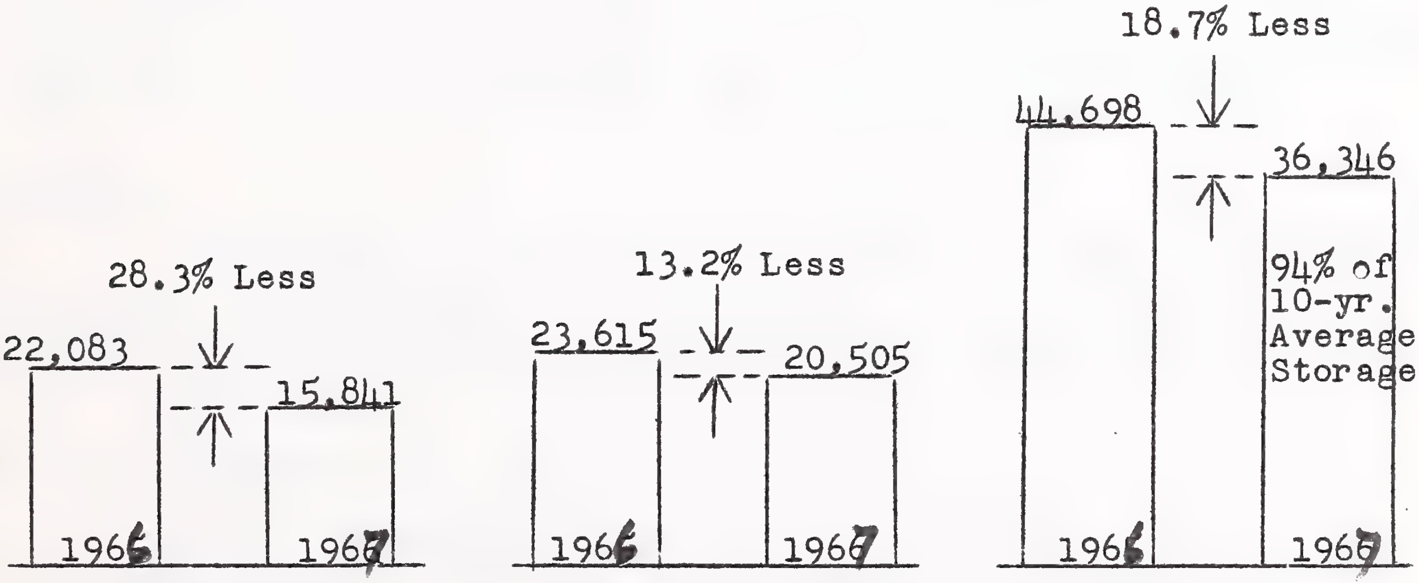


MONTH OF DECEMBER 12 MONTHS PRECEDING

WATER STORED IN LOCAL RESERVOIR

ON JANUARY 16

MILLION GALLONS



CALAVERAS + PENINSULA (combined) = T O T A L

Water was transported from Hetch Hetchy sources at an average rate of 177.4 MGD during December, and the draft of Calaveras water through Sunol Valley Filtration Plant averaged 20.5 MGD.

WATER QUALITY

Flushing of water distribution mains on an area basis was resumed on January 23 with the scheduled flushing of mains in the Parkside, Inner Sunset and Buena Vista Park areas. Maps and schedules were supplied for publicity releases to inform customers of the days on which flushing operations would be carried out in each particular area. During the month of December, 21 individual flushing operations were carried out to overcome or prevent dirty water conditions.

Water quality of the Peninsula reservoirs continued to improve during the month, permitting corresponding reduction in required chlorine dosage. Since our last report there has been little rainfall and therefore no turbidity problems arising from freeway construction on the watershed.

B.A.R.T.D.

This Department prepares all plans, specifications and material estimates for work on Water Department facilities to be included in BARTD's numerous construction contracts. These plans are submitted to BARTD's consultants for preliminary, design, pre-final and final review during the development of each set of plans.

Tracings and quantity estimates have been completed and forwarded for final and/or pre-final review for: Montgomery Street Station, Powell Street Station and 24th Street Station of this Rapid Transit System. Other work in progress includes plans for relocation of water mains in Santa Rosa Avenue to clear the Mission Street line tunnel route and temporary relocation of the Department's valve vault to clear the way for the Diamond Street Station.

FINANCE

Collections for the month of December 1966 were $1,705,741 — an increase of $294,853 over collections for December 1965. Collections for the first six months of the fiscal year totaled $10,882,246 -- an increase of $502,730 over the first half of the prior fiscal year.

SERVICE RENEWALS

During December, 453 services were renewed, bringing the total for the first six months of fiscal 1966-67 to 2,918 services renewed.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

January 31, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS

Municipal Railway
Hetch Hetchy Project
Airport Department
Water Department

BUREAUS

Public Service
Accounts
Utilities Engineering
Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Oliver M. Rousseau

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Kelly.

The minutes of the special meeting of the Commission held January 11, 1967, and the regular meeting of January 17, 1967, were approved. Approval of the minutes of the regular meeting of January 24, 1967, was put over one week,

RESOLUTION NO.		On motion of Commissioner Stack, seconded by Commissioner Goldman, the following resolutions were adopted:
67-0076	H	Completion of Professional Services Contract - Clair A. Hill & Associates - $12,000
67-0077	H	Agreement with Pickering Lumber Corporation re decomposed granite for resurfacing Cherry Valley Access Road -No cost to City
67-0078	A	Bid Call, Contract No. AD 467R - Replacement of Effluent Pipes at Sewage Treatment Plant at San Francisco International Airport. Estimated cost $9,300
67-0079	A	Authorizing tenant work - Remodel South Snack Bar, Central Terminal - Interstate Hosts, Inc.-$13,000
67-0080	A	Amending Space Permit to Pacific Air Lines, Inc. under Resolution 66-0412 dated May 24, 1966; terminating Permit under Resolution 66-0632, dated August 2, 1966
67-0081	A	Right of Entry to Pacific Gas & Electric Company
67-0082	A	Professional Services Agreement with Bolt, Beranek and Newman, Inc., acoustical study - $5,000
67-0083	A	Terminating Space Permit to Trans World Forwarding and Air Expediting Company under Resolution No. 66-0152 dated March 1, 1966
67-0084	A	Revoking permission granted Philippine Air Lines to share mobile office trailer space with Trans World Forwarding and Air Expediting Company under resolution 66-0153, dated March 1, 1966
67-0085	A	Space Permit to Philippine Air Lines
67-0086	A	Airport Departmental Requests for Funds
67-0087	W	Award of Contract No. WD 1232--Laying of 8" Ductile Iron Main in Quint Street between Newcomb and Jerrold Avenues - W. L. Fairey - $4,937.60 net

67-0088	W	Completion of Contract No. WD 1260--Installation of Irrigation Systems at Merced Manor, Stanford Heights and University Mound Reservoir - $30,452.00
67-0089	W	Revocable Permit to Mrs. John Trasvina
67-0090	W	Revocable Permit to Pacific Telephone & Telegraph Company
67-0091	W	Cancelling Revocable Permit to San Mateo County under Resolution 23,907, dated May 12, 1964.
67-0092	W	Sublease of 12 acre portion of Walnut Orchard from Bankhead Enterprises, Inc. to City; and sublease of same acreage from City to Phil K. Kimura
67-0093	MR	Bid Call, Contract No. MR 507--Cable Car Drift Curve, Washington and Mason Streets - Estimated cost, $12,000
67-0094	MR	Award of Contract No. MR. 522--Relocation of Trolley Coaches, Mission to South Van Ness Avenue; 16th to 17th Street - Abbett Electric Corporation $276,031
67-0095	H	Declaration of continuance of emergency - Canyon Power Project Tunnel Flushing - increasing from $5,000 to $25,000
67-0096	W	Declaration of Emergency - Storm and flood damage to watershed areas - $100,000
67-0076-MR		Approving payment of Claims against the Municipal Railway - total amount $29,288.76

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

Copies of the above-adopted resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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At Commissioner White's request O. L. Moore, General Manager, Hetch Hetchy Project explained the agreement with Pickering Lumber Corporation regarding use of decomposed granite from the Cherry Valley Dam borrow pit for resurfacing Cherry Valley Access Road. He informed the Commission of the methods of site improvement after removal of the material has been completed.

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Public Utilities Counsel William F.Bourne explained the Professional Services Agreement with Bolt, Beranek and Newman, Inc. for acoustical study and giving of testimony on behalf of City in connection with pending Airport noise litigation. He said this is in preparation for trial of the Field case, which is the first of two airport noise suits, and involves four plaintiffs. This was filed in 1962; the second suit, the Andreco case, followed in 1963. There are 59 plaintiffs in the Andreco Case, all residents of Bayside Manor in Millbrae. Trial on the Field case is set for next month. This contained six or seven causes of action. Through a process of extended legal hearings through Law & Motion, everything has been excluded except inverse condemnation, according to Mr. Bourne. Deputy City Attorney Jerome Cohen is handling the case. Mr. Bourne said the City Attorney's Office is as well prepared on the subject of airport noise as any attorney in the country.

In the absence of Mr. Frye, Mr.H. C Medbery, Assistant General Manager and Chief Engineer explained at length, the damage incurred throughout the Water Department system as a result of the recent "50 year" storm. These damages most of them on the Crystal Springs and Calaveras Watersheds justified the emergency request of $100,000., an outside figure according to Mr. Medbery, to repair the facilities.

Communications:

None

General Manager of Public Utilities Calendar Items:

James J. Finn reported that Mr. Carr was still in Seattle attending the Boeing symposium. Messrs. Hansen, Dwyer and Leonard would also be in attendance, following their participation in the Canadian Pacific inaugural flight between San Francisco and Vancouver, B. C.

Mr. Carr is expected back Thursday afternoon, said Mr. Finn.

Roll Call:

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED.

James J Finn

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

WHEREAS, Professional engineering studies in connection with leakage at Early Intake Diversion Dam were to be performed by Clair A. Hill & Associates, Consulting Engineers, with a report submitted by September 9, 1966; and

WHEREAS, This report was delayed 62 calendar days waiting for the results of a petrographic analysis of core samples from a laboratory in Pennsylvania; and

WHEREAS, "... the prevention of a contractor from commencing or prosecuting the work because of the acts of others, ..." is an unavoidable delay as defined in File No. 13456, Ordinance No. 9484, Section 6.3 UNAVOIDABLE DELAYS, adopted by the Board of Supervisors January 16, 1956; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 62 calendar days to November 9, 1966; and be it further

RESOLVED, That this Commission accepts the work as being satisfactorily completed in accordance with the contract documents and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $ 12,000.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1077

WHEREAS, the City is preparing to resurface the Cherry Valley Access Road; and,

WHEREAS, decomposed granite will be required for said resurfacing; and,

WHEREAS, the Pickering Lumber Corporation has available a borrow area which was used for the construction of Cherry Valley Dam and which contains sufficient quantities of decomposed granite; and,

WHEREAS, Pickering has offered to make the decomposed granite available to the City without charge;

THEREFORE, this Commission does hereby accept Pickering's offer subject to execution of a suitable agreement relating to City's and Pickering's responsibilities; and

BE IT FURTHER RESOLVED that the General Manager of Public Utilities is hereby designated to execute said agreement on behalf of this Commission.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1073

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

AD Contract No. 467R--Replacement of Effluent Pipes at Sewage Treatment Plant at San Francisco International Airport.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A", submitted by Interstate Host, Inc., whereby said Company, at its own and sole expense and without rental credit, will remodel existing Snack Bar facilities and do all necessary and related work in the Central Terminal Building at San Francisco International Airport, said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Interstate Hosts, Inc., to proceed with the work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1961

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0080

RESOLVED, That this Commission hereby approves amending effective February 15, 1967 that certain Airport Space or Use Permit issued to Pacific Air Lines, Inc. under authority of Resolution No. 66-0412, adopted May 24, 1966, in order to reflect the deletion of the following rooms:

DELETE:	Terminal Building 02, Plot 17 Rooms 103, 103.1, 103.2, 104, 104.1 211, 212, 213, 213.1, 213.2	3,544 sq.ft.@.15-$531.60	month
Rest Rooms Nos. 205, 206		330 sq.ft.	N/C

and, be it further

RESOLVED, That this Commission hereby revokes effective February 15, 1967 that certain Airport Space or Use Permit issued to Pacific Air Lines, Inc. under Resolution No. 66-0632, adopted August 2, 1966 in the amount of $144.45.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1003

WHEREAS, The Pacific Gas and Electric Company is planning to expand its Millbrae Substation located adjacent to City-owned lands at the San Francisco International Airport; and

WHEREAS, The Pacific Gas and Electric Company has filed a condemnation action to acquire necessary easements across the City-owned lands; and

WHEREAS, It is anticipated that legal proceedings relative to said condemnation action will require considerable time to complete; and

WHEREAS, The Pacific Gas and Electric Company has a need to commence work within the easements in the immediate future;

THEREFORE, BE IT RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute a right of entry to the Pacific Gas and Electric Company whereby the Pacific Gas and Electric Company will be given permission to commence its work pending completion of the condemnation action.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0092

RESOLVED, That the Commission hereby authorizes the General Manager of Public Utilities to enter into, on behalf of the Public Utilities Commission, a professional services contract with the firm of Bolt, Beranek and Newman, Inc., acoustical engineers, for the purpose of conducting an acoustical study, providing consultation services, and giving expert testimony on behalf of the City and County of San Francisco in connection with the pending San Francisco International Airport noise litigation, at a fee not to exceed $5,000, all in accordance with the terms and conditions of an appropriate form of agreement to be executed with said firm of Bolt, Beranek and Newman, Inc.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

James J. Finn

Secretary

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby revokes effective January 31, 1967 that certain Airport Space or Use Permit issued to Trans World Forwarding and Air Expediting Company under authority of Public Utilities Commission Resolution No. 66-0152, adopted March 1, 1966, at a monthly rental of $350.75.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby revokes effective January 31, 1967 that portion of Public Utilities Commission Resolution No. 66-0153, adopted March 1, 1966, which reads as follows:

> "BE IT FURTHER RESOLVED, That this Commission approves the request of Philippine Air Lines to share said mobile office trailer with Trans World Forwarding and Air Expediting Company."

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Philippine Air Lines

Space: Approximately 600 square feet of paved area underlying one half of mobile office trailer on Plot 6-A

Approximately 1,203 square feet (Space A) in warehouse building on Plot 6-A

Monthly Consideration: $350.75

Effective Date: February 1, 1967

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0026

RESOLVED, That this Commission hereby requests the Controller's approval of Airport Department Request for Funds to complete the balance of the third quarter in the amount of $15,000.00 under Appropriation No. 6.725.300.000 to cover Material and Supplies, and the amount of $2,069.34 under Appropriation No. 6.725.111.000 to cover Overtime, and to provide additional funds in the amount of $1,000.00 under Appropriation No. 6.312.200.000 to complete work on the Airport Fire Department Crash Truck.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1232 - Laying of 8-inch Ductile Iron Main in Quint Street between Newcomb and Jerrold Avenues to W. L. Fairey, in the net amount of $4,937.60, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No.__________

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Final Payment in the amount of $13,626.00 in favor of A. J. Shooter, Inc. of Marin, under Water Department Contract No. 1260- Installation of Irrigation Systems at Merced Manor, Stanford Hts., and University Mound Reservoir.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0102

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

To: Mrs. John Trasvina
285 Beverly Street
San Francisco, California

Permit to occupy for landscaping purposes, including fencing privileges, a portion of the San Andreas 54 inch pipeline right of way, 20 feet in width adjoining the rear of lot 24, Assessor's Block 6999, City and County of San Francisco. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-1030

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: The Pacific Telephone and
Telegraph Co.

Permit to install and maintain an underground telephone cable within Blacow Road, City of Fremont, as said roadway crosses the Hetch Hetchy Bay Division Pipeline right of way. Subject to a $50 permit fee.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0091

RESOLVED, That Certain Water Department Revocable Permit issued in favor of San Mateo County by Resolution No. 23907, adopted May 12, 1964 covering the construction and maintenance of a concrete lined drainage ditch to serve Unit No. 14 of The Highlands Subdivision is hereby cancelled due to non execution on the part of the permittee.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-1102

WHEREAS, BANKHEAD ENTERPRISES, INC., is Lessee for a term of fifteen (15) years of a 200 acre walnut orchard lease near Sunol, California, pursuant to Public Utilities Commission Resolution No. 19122 dated April 21, 1959; and

WHEREAS, PHIL K. KIMURA desires to plant walnut trees on a twelve (12) acre portion of said walnut orchard at his expense and under City supervision, in consideration for the right to interplant strawberries between said trees for a term of four (4) years; and

WHEREAS, BANKHEAD ENTERPRISES, INC. has consented to sublease back to City said twelve (12) acre portion for four (4) years for the aforementioned purposes;

NOW, THEREFORE, be it

RESOLVED, that this Commission hereby consents to a sublease for a period of four (4) years from BANKHEAD ENTERPRISES, INC. to the City and County of San Francisco, a municipal corporation, copies of which sublease are on file with Commission's Secretary, of a twelve (12) acre portion of the 200 acre walnut orchard presently leased to BANKHEAD ENTERPRISES, INC.; and be it further

RESOLVED, that this Commission hereby consents to a sublease from City to PHIL K. KIMURA, copies of which sublease are also on file with Commission's Secretary, under which sublease said twelve (12) acre portion of the walnut orchard leased by City to BANKHEAD ENTERPRISES, INC. is to be planted with walnut trees and strawberries by PHIL K. KIMURA under supervision of the General Manager and Chief Engineer of the San Francisco Water Department, said sublease to run for a period of three (3) years and eleven (11) months from date of execution thereof.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0093

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

MR Contract No. 507--Cable Car Drift Curve, Washington and Mason Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 87-0031

RESOLVED, That this Commission hereby awards to Abbett Electric Corporation, 85 Federal Street, San Francisco, California, as the lowest regular and responsible bidder, Municipal Railway Contract No. 522--Relocation of Trolley Coaches, Mission to South Van Ness Avenue; 16th to 17th Street--in the amount of $276,031; and that all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0095

WHEREAS, this Commission by its Resolution No. 67-0072, dated January 24, 1967, pursuant to the provisions of the Administrative Code, declared the existence of an emergency on the Hetch Hetchy Project relative to emergency repairs to a shutter gate on the O'Shaughnessy Dam outlet involved in the flushing of the new Canyon Power Tunnel; and,

WHEREAS, said emergency repairs were unsuccessful in the removal of the shutter gate; and,

WHEREAS, additional emergency work involving the use of divers and associated equipment for the removal of the shutter gate will be required;

NOW, THEREFORE BE IT RESOLVED, that this Commission does hereby declare the continuance of said emergency and directs the General Manager of Public Utilities to effect such additional emergency work in the most expeditious manner; and

BE IT FURTHER RESOLVED, that the estimated amount of $5000 in said Resolution No. 67-0072 is hereby amended to read $25,000 and the Appropriation No. 858.050.090 in said resolution is also amended to read Appropriation No. 5.756.000.000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of JANUARY 31 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0006

WHEREAS the flood and high stream flows following the storms of January, 1967 caused extensive damage to Water Department facilities in their watershed lands in Alameda and San Mateo Counties; and

WHEREAS these damages must be repaired to prevent further damage and allow operation and maintenance of these facilities; and

WHEREAS the damages in San Mateo County consist of erosion and sliding near Camp Sawyer Road; erosion of crossover road near terminus of Hetch Hetchy Aqueduct; two slides along the Crystal Springs-San Andreas flume which has rendered the flume useless; and minor clogging of culverts and slides; and

WHEREAS the damages in Alameda County consist of serious stream erosion along the Alameda Creek Road; the erosion in Alameda Creek which has exposed the siphon to damage; and overtopping of the filter plant sludge lagoon with deposition of material which must be removed for proper operation of the filter plant; and clogging intake structures and culverts; and the high storm flows required unprecedented use of alum for control of turbidity;

THEREFORE, Be It Resolved, That time being of the essence, this Commission, in accordance with the provisions of Section 6.30 of the Administrative Code, hereby declares the existence of an emergency and authorizes the Water Department to proceed in the most expeditious manner with the repair of the damages and purchase of alum; and

Be It Further Resolved, That the Controller be, and is hereby requested to provide funds in the estimated amount of $100,000 under appropriation 6.746.726.000 "Repair Storm Damage" for the purpose of performing the necessary work.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ____________________________

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0076-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accident	Settlement
Non-Litigated		
CC David Anthony Way	September 4, 1966	$ 995.00
MC Dolores Gerstenecker	June 24, 1966	750.00
CC Allan Ferguson and Carolyn Ferguson	August 18, 1966	532.13
MC Erika Mantel and Alfred Mantel	May 12, 1966	575.00
MC Jewell Fay Elliott	August 10, 1966	5,750.00
Litigated		
CC Yellow Cab Company	December 21, 1965	1,208.93
CC Andrew D. Clark	December 21, 1965	1,546.00
MC Richard D. Lakatos, a minor, by Otto Lakatos, his Guardian ad Litem, and Otto Lakatos	January 26, 1965	8,500.00
MC Jannite Nelson, a minor, by her mother and natural guardian, Helen Poston	August 1, 1966	2,500.00
MC Lily Wheeler	March 2, 1960	1,500.00
MC Ethel Gummings	May 16, 1964	631.70
SC John Edward Kenney	January 4, 1966	800.00
MC De Andre Ruggs, a minor by his Guardian Lucilda De Witt	February 7, 1965	1,000.00
TC Robert B. Stevens	May 13, 1965	3,000.00
Appropriation	No. 6.735.804.000	$29,288.76

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of January 31, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

February 7, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: None

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Stack.

RESOLUTION NO.

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolutions were adopted:

67-0097 H Award of Contract No. HHWS 391-- Construction of San Joaquin Pipeline No. 3, Connection to Oakdale Manifold and Related Work - Underground Construction Company, Inc. - $187,636.00

67-0098 A Authorizing tenant work - modify air-start system at Piers F and FF - Western Airlines, Inc. - $14,000.00

67-0099 A Approving schematic drawings of proposed tenant work - Service Center on Plot 4 - United Air Lines $1,900,000.00

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolutions were adopted.

67-0100 A Approving Pacific Airlines' proposal for additional $1,000,000 non-profit financing at San Francisco International Airport through San Francisco Airport Improvement Corporation

67-0101 A Approving Traveling Expense Voucher, $421.84 - James K. Carr, Washington, D. C., trip.

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0102 A Supplemental Appropriation - $1,240,000, Airport Improvements

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolutions were adopted:

67-0103	W	Bid Call, Contract No. WD 1283 -- Excavation and Repaving for Water Service Renewals. Estimated cost, $70,500.00
67-0104	W	Award of Contract No. WD 1264--Rehabilitate Lining at Sutro Reservoir - Globe Linings, Inc. - $120,420.00
67-0105	W	Award of Contract No. WD 1282--Excavation and Repaving for Water Service Renewals - Lowrie Paving Co., Inc. - $42,100.00
67-0106	W	Revocable Permit to Pacific Gas & Electric Company
67-0107	W	Completion of Contract No. WD 1269--Laying of 6" Cast Iron Main in Mississippi Street north of 25th Street - $4,179.30, as modified
67-0108	W	Completion of Contract No. WD 1273--Laying of 8" C. I. Main in Iowa Street, south of 22nd Street - $3,482.95, as modified
67-0109	W	Approving payment of claims, month of January 1967 Water Department Revolving Fund - $359.20
67-0110	W	Authorizing dismissal of City's cross-complaint, amount $433.66, against Pacific Gas & Electric Company in claim of Schlage Lock Co. v. PG&E and City and Country of San Francisco, Superior Court No. 538866
67-0111	M	Authorizing attendance at American Transit Association Executive Conference and Board of Directors Meeting, Las Vegas
67-0112	H	Authorizing attendance at Engineering and Operations Workshop and Seminar of American Public Power Association, San Antonio, Texas

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolution was adopted:

67-0113	H	Approving settlement, antitrust action - hydraulic turbines, City v. Baldwin-Lima-Hamilton Corp.

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0097-MR

Approving payment of claims against the Municipal Railway - total amount $4,687.80

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

Copies of the above-adopted resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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In reference to Resolution No. 67-0100, Pacific Airlines' proposal for additional non-profit financing through the San Francisco Airport Improvement Corporation, Joseph Martin, attorney for Pacific Airlines, and Lawrence Draper, attorney for San Francisco Airport Improvement Corporation, were present. Jerome Cohen, Deputy City Attorney, explained that this matter of non-profit financing for Pacific's administration building and maintenance facility at the Airport had previously been before the Commission and received approval in the amount of $2,100,000. This was also approved and authorized by the Board of Supervisors. Pacific now wished to enlarge the scope of the enterprise to add a flight simulator and possibly a third bay to the hangar, which would add $1,000,000 to the improvements.

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George F. Hansen, Airport General Manager, explained each of the items contained in the request for supplemental appropriation in the amount of $1,240,000 contained in Resolution No. 67-0102. He said this was the first step of the Airport financing program prior to placing the bond issue before the electorate in November. This initial program, which would use revenue unappropriated from the first six months of 1967, was in the presentation which the General Manager of Public Utilities and Mr. Hansen made before the Commission at its Special Meeting in January, said Mr. Hansen.

Considerable discussions followed regarding the first item: $45,000 for the initial cost of architectural design and engineering development control for all construction projects contemplated in the proposed bond issue.

Mr. Hansen said that there will be a great many projects under way before long with respect to development and expansion of the Airport which will involve engaging the services of more than one architectural firm and engineering firm, and it is highly desirable to have general control over these firms. The purpose is to engage an engineering firm to exercise control so uniform development of the Airport is insured.

Commissioner Stack said that a couple of months ago when this subject of engineering control was discussed he brought up the subject--and it was taken under advisement by Mr. Carr--as to methods of selection and procurement of architectural firms of note and national prominence who would be interested. He asked if this appropriation of $45,000 was merely to get the clearing house engineering firm that would, in turn, do the processing of these submissions of architects.

Mr. Hansen said initially the work would be largely reconstruction and expansion of existing facilities, work on Pier G, and later on D and E. They have had meetings and feel that this initial job should be handled by Quinton Engineers, perhaps, who developed all of the preliminary data and estimates on the work, he said. That would give time to examine the broader program of who is going to handle the development of the major projects: the new north terminal, the cargo center and the garage.

Commissioner Stack asked if this appropriation was only for these small redevelopments that were being discussed today.

Mr. Hansen replied they were not too small in total cost, but that was the intent.

Commissioner Stack asked if the funds involved related to the garage.

Mr. Hansen replied that it sets the basis for the total development. It is the first step. In answer to Commissioner Stack's question, other architects and engineers would be considered on these other projects and on the basis of who is best qualified to do the work. Commissioner Stack asked if proposals would be accepted on a competitive basis. Mr. Moore explained the initial $45,000 appropriation was to establish a consulting architect and/or architectural engineer who will provide a unified architectural development of the airport through all phases of the bond issue development. He said that Mr. Carr had designated Messrs. Hansen, Getts, Davis, and Meacham and himself as a committee to recommend architectural engineering firms for various phases of this work.

Continuing, Mr. Moore said the initial job is to reconstruct Piers G. D, and E and it is the committee's feeling that this work should be performed by a central firm or central group of firms. An architect or an engineer may be retained, or both to work together. Selection will not be on a competitive basis any more than that of an attorney. It will be decided who is to do the work and then the fee will be discussed and established. There is a choice of several methods of capsule projects, such as Piers D, G, & E, where it is pretty much known the size of work and the funds required. One way it could be handled would be a percentage fee of the total construction cost. This is a common method.

Where the project cannot be so well defined, there are two ways, according to Mr. Moore, in which an agreement can be reached. One of the most common is an agreement with the architectural engineering firm whereby they are paid for personnel costs times a multiplier, which covers their profit, overhead, etc. This figure is negotiated after the selection.

Commissioner Goldman said he was concerned earlier when the matter of extension of facilities at the airport was discussed. He saw the selection as not a matter of ethics, but one of imagination. He said he didn't think the Commission would be particularly happy if they did not get the most imaginative type of concepts for the future airport.

Mr. Moore stated that it is the committee's understanding that it is the interest of the Commission that the best architectural advice available be obtained. He said he didn't think the airport lends itself to a competitive package as the Golden Gateway Development, Red Rock Hill, and Diamond Heights Development. The airport is a totally different concept; because of its nature it couldn't be let out as one package, according to Mr. Moore.

Mr. Moore said the committee has not made any selection or recommendation yet.

Commissioner Stack stated that in this community of ours there are some world-renowned architectural firms--Warnecke, Bolles, Welton Becket--national firms with bold, visionary concepts of new architecture. There have been many complaints in the past of lack of aesthetics at the airport--that it was not a complete program, built in different climates in different architectural periods. Commissioner Stack called for 21st Century designs. He said he was convinced that the Master Plan, which was acceptable to the Commission, was still vastly incomplete when it came to refinements of vehicular control, passenger control, baggage handling, and even plane handling. He claimed he was still not sold on the concept of 747 piers and the gate positions at the end of each one of these piers; with the traffic flow it is necessary to get the 747s to the end of the piers. Somewhere along the line a break-through must be made and assistance obtained. Visionary architecture is needed. He said he was fearful lest the Commission lock in this small appropriation now with a set of individuals or firms.

Mr. Moore continued, stating that the committee talked about this. It felt that a supplemental appropriation should be requested. The consensus was that the Commission should contract as speedily as possible for Piers D, G, & E, and probably tie in Pier G development with the same architectural and engineering package. Both should be treated similarly. The approach to one will carry through to the other. Mr. Moore suggested foregoing employment of a consulting architectural firm until this design at D, G, & E is developed. He thought there might be a hazard as Commissioner Stack mentioned. If a firm is retained on a long-term basis City might get locked into something that would not prove satisfactory later on. There will be an opportunity to put some of these people Commissioner Stack named to work, according to Mr. Moore.

Commissioner Goldman said he thought the Commission was getting into a major airport development program. He was not concerned so much with the engineering aspects as with the aesthetic aspects...not only architectural but also landscaping. He said he didn't think there is anything basically different here from the Golden Gateway, except to take what is already existing and expand. Commissioner White pointed out that the Commission must accept the fact there is something different between the Golden Gateway and San Francisco International Airport. Here there is no tearing down structures and going ahead and rebuilding. Here there is expansion of, and addition to, existing facilities. He said he thought the retaining of an architectural firm with certainly the idea in mind of building up to some degree of aesthetics in our present structures, could be done. Obviously we are not starting new, stated Commissioner White. Commissioner Goldman said he did not mean that at all. He only expressed the idea of setting ground rules.

Commissioner Rousseau then asked Mr. Moore if he was going to make a selection and recommendation of an architect and submit it to the Commission?

Commissioner Stack then said when the committee refers its recommendations to the Commission, and the affirmative reasons for its choice--and the Commission has the greatest respect for staff's ability in making a selection--the Commission would have no basis for comparison. He asked if there was any way the Commission could be informed of the capacity and total content of the visionary approaches of the other firms. It may be that the Commission may disagree with staff.

Mr. James J. Finn stated that, with permission of the Commission, he would read from a memorandum relative to retention of consultants for airport development as submitted to the Commission by Mr. Carr.

The excerpt from the memorandum read as follows:

> "The number of major construction projects--reconstruction of existing terminal facilities, a new terminal building, a permanent air cargo center, expansion of the airport garage, roadways, improved operational facilities and related work--will require the services of several architects, engineers and contracting firms. It is therefore essential to engage a competent and qualified engineering firm to act as consultant in exercising control over the total program of architectural design and engineering development. This will also make possible the periodic reporting to the Commission and the public in order that those concerned may be kept informed, particularly with respect to the design and engineering aspects of all construction projects."

Mr. Finn explained that after the construction of the South Terminal the Commission had retained the architect who designed said terminal (Welton Becket and Associates) to exercise architectural control over design, not only by the Airport and Utilities Engineering Bureau, but also by the tenants. This agreement lasted until funds available were exhausted but was not renewed.

Under the present proposal several different architects and engieers will be retained. These will certainly be the best available in their respective fields. Mr. Finn emphasized it was the aim and desire of staff to retain the best available engineering firm to serve as a consultant to exercise control over the entire program. He reminded the Commission that Mr. Moore did not have the staff to exercise the control desired over design and aesthetics.

Commissioner Stack said his question was answered. Specifically, if a choice is made now of a consultant engineering firm to act as control, that qualified engineering firm now chosen is the one firm to do all the consultant control. He urged that the firm selected now, having that control, should be one of renown, one which has something to show in its past record, one in which full confidence in the future may be placed. Architects come and go said Commissioner Stack. Once locked in with that one firm the Commission is stuck with it. The Commission will never know if there is another firm in the country far more accomplished to handle 20 million people at the airport.

Commissioner White said that in other words, the architect-engineer must be chosen at the outset.

Commissioner Stack said that as he gathered it, the recommendation is Quinton Engineers.

Mr. Hansen replied that this is not the recommendation. The recommendation will be made to the Commission for its approval. Commissioner Stack asked that the Commission be advised as the selection program develops. He said he was speaking of the engineering consultant firm; the one firm that will be the consultant and exercise control. He again asked how that firm is to be chosen. Mr. Moore explained the $45,000 is for the architect as well as engineering consultant. Commissioner Goldman said if the Commission is going to sit and judge, it should have a pretty good idea as to capacity. He said he thought the Commission is well justified in having the people make a type of presentation similar to the Golden Gateway. Mr. Moore explained the process of selection. Inquiries are being received at the rate of two or three a week from architectural firms, or at least contacts from architectural-engineering firms who have some familiarity with airport development programs. Other firms, will be solicited. When the recommendation is submitted to the Public Utilities Commission, staff will have the employment records of all the firms that have been considered if the Commission wishes,... the personnel involved, what the firms have accomplished, and certainly what staff thinks of them.

Commissioner Goldman asked if Mr. Moore thought it in order to ask the firms so recommended to relate to the Commission some ideas of what they intend to do, either by sketch or model.

Mr. Hansen pointed out certain physical limitations that are not going to permit this broad scope of imaginative architectural design that is being discussed. Piers E, D, and G are already built; all that is to be installed is on the end of the pier. Expansion is restricted because of existing taxiways and runway. With respect to the North Terminal building, it cannot architecturally or aesthetically be too largely different from the existing structures.

Commissioner White said he wished to get this in order. He didn't think the Commission should get into the position where suddenly there are five qualified architects on the Commission. The Commission must either have some confidence and some understanding of the men who are trying to run the airport, as to what is needed and what should be at the airport. In his opinion the first consideration is how we can get the people in there, on the planes, off the planes, out of there, and on home. He said staff can very well be advised that this Commission is desirous of knowing what is going on all of the time and does not want to be "sand-bagged" into making a decision in one day. He said Commissioner Stack's statement "The Commission should be advised.", should be "The Commission MUST be advised."

Commissioner Stack said in his opinion the choice of the engineering firm is a permanent choice. The one engineering firm--with rather heavy veto power--is the firm that should be the finest in the land if $100,000,000 is going to be spent. The engineering fee is proportionate to the expenditures being made. This is big.

Commissioner White said he thought it was time to hear from the only member of the Commission who had real and long experience in the selection of engineers and architects. The only member who actually built many homes and apartment houses--Commissioner Rousseau.

Commissioner Rousseau expressed his thoughts stating that, in his opinion, Mr. Moore has recommended the proper procedure in the selection of an engineer or architect. The staff committee will look into all the qualifications of the men and firms that are

interested and then will submit a recommendation to the Commission. This is the proper way according to Commissioner Rousseau.

Commissioner Stack asked if the $45,000 could be qualified. Mr. Moore answered that in the first place staff certainly intends to seek out the best firm available. He assured the Commission staff would bear in mind the concern and desire of the Commission. He explained again that the consulting services in the $45,000 item is in the nature of an architectural and engineering firm which will exercise some master plan capacity at the airport and also function as a reviewing board of the work by other architects and engineering firms. It must be assumed there are going to be a lot of projects before the program contemplated under the proposed bond issue is completed. Several firms may be retained. Mr. Moore indicated that it was the intention of the committee to perhaps seek the advice of the Commission before making its final recommendation.

Continuing, Mr. Moore stated in response to Commissioner Goldman's concern, that Mr. Carr has made it plain that after the process of selection there would be a follow through. The Public Utilities Commission will have an opportunity to review work of the architectural firm at many steps in the work. The design program would be generally broken down into three parts:

1. Schematic drawings.
2. Preliminary drawings
3. Preparation of working plans and specifications.

In addition to these three points the architectural-engineering firm may be scheduled to review the work at an intermediate stage. Certainly between the preliminary stage and preparation of final drawings if there are any changes the Commission would be fully informed.

Commissioner Stack said he didn't misunderstand Mr. Moore a bit, but the memorandum submitted and the resolution itself indicated to him it is a final choice. He said the case he was pressing is that when the choice is made the Commission is bound by the choice. The Commission should not contemplate changing its mind, after selection, in the middle of the stream. The Commission should not jump from one firm to another.

Mr. Moore said he certainly would be happy to sit down with the Commission at any stage once the selection process is started and review the qualifications of any firms the Commission might suggest. It is a matter of experience and individuals in the firm. The most salable qualification is professional capability. Selection is not an easy matter. He stated that his own feeling and that of a good many professional engineers and architects is that so many firms have become so large personal contact is lost with the principals of the firm who really established the firm's reputation. Mr. Moore wished to avoid that if possible.

Commissioner Rousseau stated that Mr. Moore and Mr. Hansen have covered the problem thoroughly and he thought the outlined selection process was fullfilling Commissioner Stack's request, which was very good. When you get started right you have a proper foundation, said Commissioner Rousseau, and in his opinion staff was starting right and going in the right direction.

Commissioner Stack requested that the minutes of the Commission reflect in detail his feelings and the expressions made by Mr.Moore and Mr. Hansen. Based on that he said he thought there was a true meeting of the minds as to how the Commission and staff can go about the proper selection of a consulting firm.

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Commissioner Stack questioned Mr. Hansen and Mr. Moore about the item labeled "Services of traffic engineering consultant for study re adequacy of airport access and its internal roadway systems."

The traffic study would encompass the whole terminal area and entrance road and perimeter roads, at least up to major exits. So far as traffic requirements, it will ultimately boil down into lane requirements. Double decking is one of the possibilities that will be looked into according to Mr. Moore.

Commissioner Stack asked whether there was any study relative to a clover leaf at Millbrae.

Mr. Moore replied this is out of Airport's hands, unless it should be as a freeway overpass from airport property on the north to airport property on the south. Such a cloverleaf otherwise is under the Highway Division and City of Millbrae and County of San Mateo. Airport has been discussing all of these things with them.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Finn announced Mr. Carr was in Dallas at a legislative committee meeting of the AOCI.

Mr. Moore, at Commissioner White's request, reported on the removal of the shutter gate on the O'Shaughnessy Dam outlet involved in the flushing of the new Canyon Power Tunnel. The diving operation was completed in four days at a cost of $16,000, something less than the original estimate of $25,000 for five days' work.

Mr. Moore announced that he expected to have both units in the new Robert C. Kirkwood power plant operating in two weeks.

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Roll Call:

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED.

James J. Finn

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 87-1007

RESOLVED, That this Commission hereby awards to the Underground Construction Co., Inc., 2600 Williams Street, San Leandro, California, as the lowest regular and responsible bidder, Hetch Hetchy Water Supply Contract No. 391, Construction of San Joaquin Pipeline No. 3, Connection to Oakdale Manifold and Related Work, in the total amount of $187,636.00; and, all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1987

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 62-1098

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A," submitted by Western Airlines, Inc., whereby said Company, at its own and sole expense and without rental credit, will modify its existing aircraft air-start system and do all necessary and related work at Piers "F" and "FF" at San Francisco International Airport; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Western Airlines, Inc., to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7 1962

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves the schematic drawings, identified as Exhibit "A", submitted by United Air Lines, whereby said Company, at its own and sole expense and without rental credit, will construct a new auxiliary building and do all necessary and related work at the Company's Service Center on Plot 4 at San Francisco International Airport; said schematic drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon, and subject to the requirements of the Art Commission of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 1 1961

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-100

WHEREAS, This Commission has heretofore by its Resolution No. 66-0876, adopted November 15, 1966, approved a proposal of San Francisco Airport Improvement Corporation for the financing of certain improvements at San Francisco International Airport as more particularly set forth in a letter of said corporation dated October 24, 1966, as amended by said corporation's letter of November 15, 1966, now on file with this Commission; and

WHEREAS, The Board of Supervisors of the City and County of San Francisco by its Resolution No. 842-66 adopted December 12, 1966, 1966, has heretofore approved and consented to the aforesaid undertaking of the new enterprise and new financing as proposed by the San Francisco Airport Improvement Corporation; and

WHEREAS, San Francisco Airport Improvement Corporation by its letter of January 25, 1967, a copy of which is on file with this Commission, has submitted a modified proposal enlarging the scope of the new enterprise and increasing the amount of the new financing from the previously proposed and approved sum of $2,100,000 to the sum of $3,100,000; and

WHEREAS, pursuant to section 121 of the Charter of the City and County of San Francisco this Commission has secured a recommendation from the General Manager of Public Utilities that the proposed financing is a feasible and proper alternative to the financing of such improvements through the use of public funds and that said modified proposal be accepted;

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of ______________________

Secretary and Assistant General Manager

NOW, THEREFORE, BE IT RESOLVED by the Public Utilities Commission of the City and County of San Francisco as follows:

1. That the modified proposal of San Francisco Airport Improvement Corporation contained in its letter of January 25, 1967, now on file with this Commission, be and the same is hereby approved.

2. That it is recommended that the Board of Supervisors approve and consent to said modified proposal of San Francisco Airport Improvement Corporation.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Voucher, in amount of $421.84, for expenses of General Manager of Public Utilities, James K. Carr, incurred on trip to Washington, D. C., December 18 to 20, 1966, for conferences with Alan S. Boyd, Secretary of Transportation, designate, and governmental officials on Airport and other Utility matters.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors, supplemental appropriation of Airport Operating funds in the amount of $1,240,000, to provide funds for the following work at the San Francisco International Airport:

Appropriation		
6.725.552.000	Engineering & Architectural Control-Projects contemplated-proposed Bond Issue	$ 45,000.00
6.725.553.000	North Concourse Extension	750,000.00
6.725.554.000	Engineering & Architectural work, Pier G reconstruction	375,000.00
6.725.555.000	Engineering & Design-Overpass at Main Entrance	45,000.00
6.725.556.000	Traffic Engineering Consultant	25,000.00
		$ 1,240,000.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

WD Contract No. 1283--Excavation and Repaving for Water Service Renewals.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1264 - Rehabilitate Lining at Sutro Reservoir - to Globe Linings, Inc. in the amount of $120,420.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1987

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0105

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following:

San Francisco Water Department Contract No. 1282 - Excavation and Repaving for Water Service Renewals to the Lowrie Paving Co. Inc. in the amount of $42,100.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: PACIFIC GAS AND ELECTRIC COMPANY

Permit to extend an underground 4K.V. and a 12K.V. electric power line across Crystal Spring Pipeline right of way in the vicinity of the Crystal Springs Canyon, Hillsborough, San Mateo County; said crossing being within Tartan Trail Roadway. Subject to a $50 permit fee.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $77.55; approves Final Payment in amount of $3,854.30, in favor of McGuire & Hester under Water Department Contract No. 1269 - Laying of 6" C.I. Main in Mississippi Street north of 25th Street, and allows 10 (ten) working days unavoidable delay due to waiting for street to be brought to grade.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $96.70; approves Final Payment in amount of $3,157.95, in favor of Associated Pipe Line, Inc. under Water Department Contract No. 1273, Laying of 8" C.I. Main in Iowa St., south of 22nd Street.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16,527, adopted July 16, 1956, payment of claims in the amount of $359.20 made by the San Francisco Water Department, month of January 1967, per Revolving Fund Voucher No. 2596.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, that in consideration of a dismissal with prejudice to be filed by the plaintiff in the action entitled Schlage Lock Company, a corporation, plaintiff, versus Pacific Gas and Electric Company, a corporation, and the City and County of San Francisco, Defendants, Superior Court No. 538866, in which the plaintiff seeks to recover $15,568.33 against either or both defendants for damages due to increased production costs allegedly incurred by lack of water service for four to five hours on April 4, 1963 due to a broken water main, the City Attorney is authorized to execute and file a dismissal with prejudice of the cross-complaint by City against Pacific Gas and Electric Company to recover $433.66, the cost of repairing the water main.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No.______________

RESOLVED, That this Commission hereby authorizes the attendance of two members of the Public Utilities Commission and Municipal Railway staffs, as designated by the General Manager of Public Utilities, at the American Transit Association Executive Conference and Board of Directors Meeting, March 5 to 9, 1967, in Las Vegas, Nevada.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 7 1967

James J. Finn
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves and authorizes one staff member of the Hetch Hetchy Project, as designated by the General Manager of Public Utilities, to attend the Engineering and Operations Workshop and Seminar of the American Public Power Association, to be held in San Antonio, Texas, on February 6-10, 1967. This is deemed to be in the nature of routine duties to learn about the latest and best thinking on Generation, Transmission and Distribution, and Contracting for Power Supply.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, the City Attorney has instituted an action in the United States District Court for the Northern District of California, under the federal antitrust laws, entitled "City and County of San Francisco, Plaintiff, vs. Allis-Chalmers Manufacturing Company, Baldwin-Lima-Hamilton Corporation, et al., Defendants," Civil No. 42425; and

WHEREAS, the City Attorney has recommended that said action pending in said United States District Court be compromised and settled in consideration of the payment by the defendant Baldwin-Lima-Hamilton Corporation to the City and County of San Francisco, for its use and benefit, of the net sum of $627,000 in settlement of said litigation, plus the sum of $64,000 as the agreed amount representing compensation to the City and County for its costs of suit and expenses incurred in this action, and in addition thereto, payment of the fees of special counsel engaged by the Commission in connection with the prosecution of said action, as provided for in the agreement for the employment of such special counsel; and

WHEREAS, the City Attorney has recommended that said considerations be accepted by the City and County in compromise and settlement of said action, and be payable in the following manner:

In five (5) equal annual installments, the first (1967) being payable upon the execution of the settlement agreement, the releases, the evidences of indebtedness, and the dismissal of said action, and the remaining installments being payable on the anniversary dates of such dismissal in each of the years 1968, 1969, 1970, and 1971;

RESOLVED, that the City Attorney be authorized to execute whatever documents are required, and to take all steps necessary and proper to effectuate the foregoing, and compromise and settle the said action; and

FURTHER, RESOLVED, that the City Attorney be authorized to dismiss, with prejudice, said Action Civil No. 42425.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 7, 1967

James J.

Secretary

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0097-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accident	Settlement
Non-litigated Settlements		
MC Juanita Barton and Allen Barton	September 27, 1966	$1,500.00
MC Francisco Medina	September 22, 1966	1,509.80
Litigated Settlements		
CC Lucille P. Clinton	September 14, 1963	928.00
MC Jerome T. Oubre	December 27, 1964	750.00 (of which $50.00 is P.D.)
Appropriation No. 6.735.804.000		$4,687.80

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 7, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

7/7

San Francisco Airport Improvement Corporation
SUITE 1101, 310 SANSOME STREET
SAN FRANCISCO 4, CALIFORNIA
YUKON 1-7650

January 25, 1967

Mr. George Hansen, Manager
San Francisco International Airport
San Francisco, California

Dear Mr. Hansen:

Referring to my letter to you dated November 15, 1966 relative to financing for Pacific Airlines, Inc., I have a copy of Mr. Joseph Martin's letter to you dated January 19, 1967 together with its enclosure.

It is requested that the approved proposal in the sum of $2,100,000.00 be amended by the addition of $1,000,000.00. In other words, the total proposal should now be $3,100,000.00.

Yours very truly,
SAN FRANCISCO AIRPORT
IMPROVEMENT CORPORATION

By Lawrence Draper Jr.
Lawrence Draper, Jr.
Secretary

LD:pe

AIRPORT DEPARTMENT
SAN FRANCISCO INTERNATIONAL AIRPORT

TO: Mr. James K. Carr
General Manager of Public Utilities

February 7, 1967

FROM: George F. Hansen, General Manager

SUBJECT: Monthly Report, Airport Department

HIGHLIGHTS OF JANUARY ACTIVITIES

Traffic Summary (December) :

The month's passenger total of 947,440 was 15.2 per cent more than for December 1965; U.S. Mail reached an all-time high of 23,997,213 pounds, a gain of 36.4 per cent; air express increased by 12.5 per cent to 1,498,394 pounds, and the air freight figure of 37,085,959 pounds was up 18.1 per cent.

1966 Calendar Year - New Airport records were: Passengers, 10,553,135, a gain of 16.3 per cent over 1965; mail volume of 175,772,052 pounds represented a 61 per cent increase; air express totaled 16,251,732 pounds, up 13 per cent, and air freight gained 25.1 per cent to 416,895,250 pounds.

Aircraft movements - landings and take-offs - for the year numbered 291,069 , up 9.7 per cent. Scheduled air carrier movements gained 7.9 per cent to 226,867, while non-scheduled carriers, military and itinerant and locally based private and/or corporate planes increased 16.4 per cent to 64,202. The December figures were 21,284 scheduled carriers, up 14.1 per cent, and 3,398 by other classifications.

TransPacific Route Case

The General Manager of Public Utilities and the Airport General Manager conferred with the City Attorney's office relative to written testimony to be presented in the TransPacific Route Case. Hearings are scheduled by the Civil Aeronautics Board in Honolulu starting February 15.

New Air Service

Two airlines inaugurated service from San Francisco International Airport during the month: Air California to Orange County in Southern California, and Canadian Pacific Air Lines to Vancouver, British Columbia.

The Airport's General Manager was a guest at a downtown luncheon event marking the new service to Canada, which was hosted by John C. Gilmer, President of Canadian Pacific Air Lines.

Highway Problems

Meetings have been held under the chairmanship of James V. Fitzgerald, Chairman of the Greater Highways Committee of the County of San Mateo, to discuss problems concerned with airport access and internal vehicular circulation. Participating in these meetings have been officials of the County, as well as of neighboring communities, the State Highway Division, air carriers, West Bay Rapid Transit Authority, airport and Public Utilities Commission representatives. Additional meetings are being scheduled with the objective of formulating an action program. A separate meeting relating to the same subject was chaired by Assemblyman Leo Ryan, and additional participants in this meeting were representatives of airport employee groups.

Airport Development

A special meeting of the Public Utilities Commission convened at the Airport on Wednesday, January 11th, at which time the General Manager of Public Utilities submitted a presentation covering proposed expansion and development of the Airport, to be supported by a resubmitted bond issue in November 1967. The program as submitted was taken under consideration and the General Manager of Public Utilities stated that he would make a specific recommendation at a regular meeting of the Commission within two weeks.

Seattle Meeting

The General Manager of Public Utilities and the Airport General Manager attended a Seattle conference on airport requirements to accommodate the larger jets. The forum was sponsored by the Boeing Aircraft Company and the Airport Operators Council International.

Helicopter Conference

The Assistant General Manager for Operations attended the annual conference of the Helicopter Association of America in Palm Springs. The conference was also attended by James J. Finn, Secretary and Assistant General Manager, Administrative, Public Utilities Commission.

Pier B

United Air Lines' Pier B, which has been completely modified, was placed in operation Tuesday, January 24th.

VIPs

Briefings on San Francisco International Airport facilities and operation were given for Dr. Pedro Coutinho, an engineering specialist for the Brazilian Air Ministry, and to R. J. Phillips, architect, and B. D. Keep, planning technician from the Hong Kong Airport.

Airport Talks

Talks on San Francisco International Airport growth and related problems and plans for future development were given before the South San Francisco Kiwanis Club and the Rialto Post, American Legion, in San Francisco.

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CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

February 14, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

67-71

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Oliver M. Rousseau

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Goldman.

RESOLUTION NO.

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolution was adopted:

67-0114 M Bid Call, Contract No. M. R. 498--Visitor's Facility, Cable Carbarn at Washington & Mason Streets. Estimated cost, $65,000

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolutions were adopted:

67-0115 H Professional Services Contract with Woodward-Clyde-Sherard and Associates, protection of the Hetch Hetchy Aqueduct at the South Fork crossing of the Tuolumne River - $10,000

67-0116 H Revocable Permit to Tidewater Oil Company

67-0117 H Authorizing O. L. Moore to attend the 1967 Engineering and Management Course, at UCLA

67-0118 H Approving collections, transfer and abandonement of damage claims by Bureau of Light, Heat & Power, month of January 1967

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0119 A Approving amendment to Airport garage lease with St. Mary's Square Garage, Inc.

67-0120 A Completion of Contract No. AD 450--Construction of South Oxidation Pond and Pumping Facilities at San Francisco International Airport - $33,807.01, as modified

67-0121	A	Amending Space Permit to The Flying Tiger Line,Inc.
67-0122	A	Approving Traveling Expense Vouchers: Boeing Company Symposium, Seattle, Washington $237.56, James K. Carr; $136.75, George F.Hansen; $125.95, William J. Dwyer, $110.60, Jas. H.Leonard Helicopter Assn. of America, Palm Springs $208.33, James J. Finn Conference re Airport financing, Dallas, Texas $251.00, James K. Carr

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0123	A	Authorizing the City Attorney to intervene and participate in CAB Docket No. 18123, without carrier preference, and file an answer supporting applicant West Coast Airlines' Motion for Expedited Hearing.
67-0124	A	Declaration of Emergency - Additional rainstorm damage - $15,000
67-0125	W	Authorizing attendance at the California Municipal Utilities Association 35th Annual Conference, Sacramento
67-0126	W	Water Departmental Request for Funds
67-0127	M	Requesting Board of Supervisors waive statute of limitations on payroll warrant - Paul Colbert, $34.35
67-0114-MR		Approving payment of claims against the Municipal Railway - total amount $22,791.00

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Calendar Item WD-3, approving write-off and collections of damage claims against miscellaneous debtors, Water Department, month of February 1967, was taken off calendar at the request of Arthur H. Frye, Jr., Water Department General Manager and Chief Engineer.

Commissioner White read Stuart N. Greenberg's letter presenting Commissioner Goldman and Commissioner Kelly with name plates, and thanked him for his generosity.

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Mr. Finn explained the background of Resolution 67-0114 authorizing bid call for the Visitors' Gallery, Washington & Mason Cable Car Barn. The intention is to make this a show place in San Francisco, a place where the City can welcome tourists and show them the color of the cable cars and of San Francisco.

With sketches and diagrams, O. L. Moore, General Manager, Utilities Engineering Bureau, explained the work to be done under the contract.

Commissioner Stack noted that the entrance design was similar to that of a cable car, and the gaslights on the outside of the building. Mr. Moore said staff was also working with the Street Lighting Bureau to add gaslights on the other three corners of the intersection.

In answer to Commissioner Goldman's questions, Mr. Moore explained the future plans to add a second level and additional machine space and public viewing space. This will provide wall space for photographs, etc. Ultimately Mr. Carr would like to include models, according to Mr. Moore.

Commissioner Goldman pointed out the importance of stocking with items that will attrack people, (in addition to just watching the equipment) and that at the outset an effort should be made to collect these items.

Mr. Moore said that Mr. Carr has indicated that once this initial phase is completed, then the plan is to go into the area of display, features which will in effect help pay for this improvement.

Mr. Finn added it is also Mr. Carr's idea to have some of the older cars on display, put in a souvenir shop and maybe have some way for friends of the cable cars to help keep this up.

Commissioner Kelly asked if count was kept of the number of visitors.

Mr. V. W. Anderson, General Manager, Municipal Transit System, said no official count has been kept, but he estimated it to be quite a good number. He said he wished to reemphasize the safety features being provided by this visitors' gallery.

In answer to Commissioner Goldman's question, Mr. Anderson said he was bringing the Car Barn to the attention of the sight-seeing bus companies as an attractive point for them to stop.

Responding to another question from Commissioner Goldman, Mr. Finn said there were no plans for an admission charge at this time.

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Airport General Manager, George F. Hansen, in explaining Resolution No. 0119 amending the Airport garage lease, said St. Mary's Square Garage, Inc., the lessee, presently has a lease of three years, with options for two renewals of two years each. In effect, from the standpoint of the assessor in San Mateo County this is a 7-year lease, and it is on that basis that possessory interest is assessed. Mr. Hansen said the lessee does not plan to renew after three years. City is very appreciative of the lessee's agreement to delete the two options, as this saves a substantial amount of money to City.

Regarding making Parking Lot #1 an integral part of the garage, Mr. Hansen said this is a good move.

Commissioner White asked Public Utilities Counsel William F. Bourne as to the legal implications.

Mr. Bourne said all the proposed components are legal. Under the terms of the lease City pays the possessory interest tax charged against the lessee, so this is of financial interest to City, not the lessee.

Commissioner White asked whether the increase in valet parking to $2.00 at this time might be construed as a change in the specifications which were contained in the original bid, and whether or not this might constitute grounds for one of the persons or groups who may have refused to bid or did not put in an acceptable bid, to contest the raising of the rates at this time.

Mr. Bourne said he would have no way of knowing whether they might institute and might want to file a law suit, but he would say a law suit is groundless. The Commission is free subsequent to the award of the lease to make changes in the parking rates. Others had an opportunity to bid on that as well as the present lessee. The Commission is acting wholely within its rights.

Commissioner Goldman said this, he understands, is really a matter of determining whether or not the options can be waived (which the lessee agrees to do) and, in turn, the other two conditions are met. That means a year and a half from now in October 1968 the matter would go back to bid, and the lessee could not bid.

Mr. Hansen corrected his impression and said the lessee could bid at that time.

Commissioner White stated it is the responsibility of the Commission to enforce the provisions of the lease document. Also, the Commission has another responsibility, service to the traveling public. The document specifically provides that the lessee should provide adequate service. Commissioner White asked whether discussions were held whereby this increase in rates would provide better service.

Mr. Hansen explained that in connection with Parking Lot #1, the only increase would be if someone left his car for 24 hours, then the charge goes up 25¢ over the present parking lot rate. If people can use Lot #1 and get benefit of the garage service, that in itself is a great service. Valet parking does not provide a great deal of revenue as such, it is a service to the public.

Commissioner White questioned Mr. Hansen about the criticism leveled at the valet service by disc jockey, Jim Lange.

Mr. S. E. Onorato, President, St. Mary's Square Garage, Inc. offered to clarify the circumstances surrounding Jim Lange's complaint, and explained in full detail the incident. According to Mr. Onorato it occurred around 2 o'clock in the morning. He said all valet deliveries are monitored; the Lange car was delivered within 15 minutes, the time prescribed in the lease.

Mr. Onorato said he concurred with and appreciated the presentation made by Mr. Hansen. He said he and airport management have worked carefully and closely together on this matter. He said adding Parking Lot #1 to the garage adds a great deal of flexibility to the operation. In connection with the increase of the valet parking fee to $2.00, Mr. Onorato said he appreciated Commissioner White's remarks about service.

With regard to valet parking, Commissioner Stack said due to the traffic congestion problem created by the valet parking, he would like to suggest that Mr. Hansen, Mr. Carr and Mr. Onorato study whether or not the continuance is rendering enough service to warrant complete saturation of traffic and elimination of one roadway lane.

Mr. Hansen said staff was studying alternative programs, both on this and meter parking.

Mr. Hansen quoted the following figures on valet parking at the airport:

November 1964, before garage construction - 19,000 cars per month
November 1965, first full month after garage construction - 13,000 cars (31% drop)
November 1966, ...- 9,000 (another 30% drop)

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Finn read a letter from Lawrence N. Stevens, Director, Bureau of Outdoor Recreation, United States Department of Interior, Washington, D.C., dated February 2, inviting the San Francisco Public Utilities Commission to be represented at Operation Gold Eagle award ceremonies in Secretary Udall's office on March 8, 1967.

Mr. Carr has recommended if possible the president of the Commission be sent, and if not possible, that he designate another member of the Public Utilities Commission to accept the award, according to Mr.Finn.

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Mr. Finn reported receipt of a copy of a news release put out by the San Francisco Port Authority stating a public hearing will be held on February 17, 1967, at 6:30 p.m. to hear a proposal for an executive airport in the Islais Creek area. He said this was the first knowledge either he or Airport General Manager George F. Hansen had of this meeting, outside of the notice appearing in this morning's newspaper.

Mr. Finn said the Board of Supervisors has not taken any stand on the issue as yet, and the Public Utilities Commission has taken no official stand, nor made any real study.

Mr. Hansen said the Airport Department has taken no position. His position is if the FAA approves, there should be no objection.

Commissioner Stack asked if the Port Authority conferred with the Public Utilities Commission staff or Airport staff at any time. He said he was in attendance at the time the California Aeronautics Commission made the presentation before the Port Authority members. It was a very detailed presentation, supported by facts and figures, and particularly FAA approval of flights, etc. As a matter of fact the FAA has granted to the applicant a "do-pass" as to propriety of being located in this particular area.

Commissioner Stack said in that area Cyril Magnin stated he would be interested in the opinion of the Public Utilities Commission, but that has not been done.

Commissioner Stack said he thought it premature for the Public Utilities Commission to be in attendance. He said with reference to the hearing on the 17th, the Public Utilities Commission should ask the Port Authority to engage in meetings with our staff and Commission at Commission level to determine whether or not this is favorable.

Mr. Finn said in other words, we could instruct a representative to be present at the meeting and no action be taken until such time as the Port Authority has had a chance to confer with the Commission.

Commissioner White said there has to be a presumption that this has been discussed with the Airline Pilots Association. Mr. Hansen said the FAA asks their opinion.

Commissioner Stack said there is no conflict with the air space with Oakland, International and Alameda, so far as the FAA is concerned.

Commissioner Goldman said if the opinion of the Public Utilities Commission is requested that before the Port Authority can venture such a project they would have to be pretty well familiar with what it is all about.

He said he did not understand why the Port Authority was going into the airport business.

Commissioner White said inasmuch as he will be away next week, Commissioner Stack if possible should attend the meeting and state the Public Utilities Commission's position.

Mr. Finn said one of the Airport staff will attend and request a delay until such time as the Port confers with the Commission and staff.

Mr. Finn reminded the Commission that Mrs. Emma Fleming, a representative of the Potrero Hill Boosters Assn. had asked that if the Public Utilities Commission were to take a position on this matter that she be notified of the discussions so she might be present and make representation for her group. In view of the time element, he did not see how the Commission could accede to her request.

Commissioner Kelly stated because of the expressed interest by Mrs. Fleming, the Secretary should be directed to inform her that when Port Authority hearing is being held, and the time and place. The Commission so directed.

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Roll Call:

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED

James K. Finn

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

MR Contract No. 498--Visitors' Facility, Cable Carbarn at Washington & Mason Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, This Commission recognizes the vulnerability of the Hetch Hetchy Aqueduct at its crossing of the South Fork of the Tuolumne River, it being susceptible to damage from rock falls, floods, and possible sabotage; and,

WHEREAS, It is to the best interests of the City and County of San Francisco that a study be undertaken to evaluate various methods of protecting or relocating this exposed pipe for the purpose of determining the optimum method of protection for this pipeline; therefore, be it

RESOLVED, That this Commission does hereby approve the employment of Woodward-Clyde-Sherard & Associates of Oakland to provide engineering assistance and technical advice relative to protection of the Hetch Hetchy Aqueduct at the crossing of the South Fork of the Tuolumne River, under the terms and conditions of an appropriate professional engineering services agreement; and, be it further

RESOLVED, That the General Manager of Public Utilities is hereby designated to execute said agreement on behalf of this Commission.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, the General Manager of the Hetch Hetchy Project and Utilities Engineering Bureau of this Commission has recommended the granting of a certain revocable permit for crossing property under control of that department as hereinafter set forth;

THEREFORE, BE IT RESOLVED, that the Public Utilities Commission of the City and County of San Francisco hereby approves the terms and conditions of the said revocable permit and authorizes the execution of the same as follows:

TO: Tidewater Oil Company

PERMIT TO construct, maintain and use a 20-inch petroleum product pipeline across Hetch Hetchy Water Supply Parcels Nos. 1003 and 1006, east of Tesla Portal in Sections 34 and 36, Township 3 South, Range 5 East, M.D.B.& M., San Joaquin County, California.

Fee of $50.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1957

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

RESOLVED, That the Public Utilities Commission hereby authorizes Oral L. Moore, General Manager, Hetch Hetchy Water Supply, Power and Utilities Engineering Bureau, to attend the 1967 Engineering and Management Course to be held March 19-25, 1967, at the University of California in Los Angeles, California.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

James J. Finn
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No.________________

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Project, and the City Attorney, hereby approves the collections, month of January 1967, for damages which the Department has against miscellaneous debtors:

Bureau of Light, Heat & Power	$	554.32
" " thru Bureau of Delinquent Revenue		475.00
	$	1,029.32

and hereby approves transfer during the month of January 1967, amount $930.37, by the Bureau of Light, Heat & Power to the Bureau of Delinquent Revenue for collection; and approves abandonment under Bureau of Delinquent Revenue Authorization, claims in amount of $1,368.92.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

*at its meeting of*____

____
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

WHEREAS, City is Lessor and St. Mary's Square Garage, Inc., is Lessee under that certain lease dated June 15, 1965 of the Garage and Parking Lots Nos. 1 and 2 at San Francisco International Airport; and

WHEREAS, Lessee has applied to the Commission to increase automobile parking charges for Lot No. 1 and valet service charges which it represents are necessary due to the increased cost of operating the leased facilities; and

WHEREAS, this Commission after study thereof, and on recommendation of the Public Utilities Manager and the Airport Manager, has found and determined that increases appear to be necessary and justified; now, therefore, be it

RESOLVED, That this Commission hereby approves said application and amends Item 1502 of Section XV of the Rules and Regulations of said Airport pertaining to present and existing automobile parking and valet service charges to read as follows:

ITEM 1502. AUTOMOBILE PARKING, VALET AND ATTENDANT SERVICE CHARGES on premises demised or designated for use of public parking and specifically included in a lease or in Commission resolutions shall be as follows:

Garage and Parking Lot No. 1

$0.25 for first hour or fraction thereof;
$0.50 over 1 hour and including 3 hours;
$0.75 over 3 hours and including 6 hours;
$1.00 over 6 hours and including 9 hours;
$1.25 over 9 hours and including 12 hours;
$1.50 over 12 hours and including 15 hours;
$1.75 over 15 hours and including 18 hours;
$2.00 over 18 hours and including 21 hours;
$2.25 over 21 hours and including 24 hours.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

Parking Lot No. 2

$0.25 for first 3 hours or fraction thereof;

$0.50 over 3 hours and including 6 hours;

$0.75 over 6 hours and including 9 hours;

$1.00 over 9 hours and including 24 hours.

The aforesaid parking charges are to be calculated for the first twenty-four (24) hour period; parking in excess of twenty-four (24) hours shall be computed anew every twenty-four (24) hours and charged in accordance with each time segment of the aforesaid first twenty-four (24) hour rate. The aforesaid time period are consecutive hour periods and do not include in and out privileges.

Valet and Attendant Parking Services

Valet Service: $2.00 per pick-up and delivery transaction parking automobile; automobile parked by valet service shall be charged garage parking rate in addition to the valet service charge.

Attendant Service: Lessee is authorized to temporarily discontinue the attendant parking service described in Section 23 of said lease.

Manager shall assign all parking areas to be used for valet service automobiles. Valet parking stalls in the Garage shall be limited to 300 stalls on the second level; and be it

FURTHER RESOLVED, That this Commission approves that certain amendment to the aforesaid lease, copies of which are on file with Commission's Secretary, whereby Lessee relinquishes its right (conditioned upon mutual agreement of future covenants and conditions) to obtain two 2-year options to extend said term from three to seven years.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible] 1987

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, By the terms of Airport Department Contract No. 450, Construction of South Oxidation Pond and Pumping Facilities at San Francisco International Airport, the Contractor, Oscar C. Holmes, Inc., was to have completed all work on or before October 28, 1966; and

WHEREAS, The Contractor was delayed 81 calendar days pending delivery of pumps and motors; and

WHEREAS, "... inability of contractor to procure material; ..." is an unavoidable delay as defined in File No. 13456, Ordinance No. 9484, Section 6.3 UNAVOIDABLE DELAYS, adopted by the Board of Supervisors January 16, 1956; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 81 calendar days to January 17, 1967, for which liquidated damages are hereby waived; and be it further

RESOLVED, That this Commission accepts the work as being satisfactorily completed in accordance with the contract documents, approves Modification of Contract in amount debit to the City of $1,407.01 and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $12,974.82.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

James J.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves amending effective February 28, 1967 that certain Airport Space or Use Permit issued to The Flying Tiger Line, Inc. under authority of Resolution No. 66-0650, adopted August 9, 1966, in order to reflect the deletion of Building 60, Plot 17, at a monthly rental reduction of $94.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No.__________

RESOLVED, That this Commission hereby approves the following Traveling Expense Vouchers:

Incurred on trip to Seattle, Washington, to attend Boeing Company symposium - "Airport Requirements for the 1970's" and to confer with government and airport officials regarding Airport matters January 29 through February 2, 1967, in amount of

$237.65, General Manager of Public Utilities James K. Carr

$136.75, Airport General Manager George F. Hansen

$125.95, Accounts Bureau Director William J. Dwyer

$110.60, Bureau of Public Service Director James H. Leonard

Incurred on trip to Palm Springs, California, to attend the Annual Meeting Helicopter Association of America and to confer with Phillip J. Landi, Manager of Heliports, Port of New York Authority, January 15-20, 1967, $208.33, Secretary and Assistant General Manager, Administrative James J. Finn

Incurred on trip to Dallas, Texas, to meet with government and airport officials regarding Airport financing, February 6-7, 1967, $251.00, General Manager of Public Utilities James K. Carr

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

WHEREAS, West Coast Airlines, Inc. filed an application on January 19, 1967, with the Civil Aeronautics Board, Docket No. 18123, requesting an amendment of its present certificate to permit unrestricted non-stop service between Seattle and/or Portland, on the one hand, and San Francisco and/or Los Angeles, on the other; and

WHEREAS, West Coast Airlines, Inc. has also filed a Motion for Expedited Hearing of its application by said Board; and

WHEREAS, there is a strong community relationship between San Francisco, Seattle and Portland demonstrated by the fact that (1) San Francisco is both Seattle and Portland's most important air passenger market (2) Seattle is San Francisco's third most important air passenger market and (3) Portland is San Francisco's fifth most important air passenger market; and

WHEREAS, it has been and is the policy of this Commission to seek the best possible pattern of air service without carrier preference; and

WHEREAS, this application seeks a determination whether the public convenience or necessity require the authorization of further competitive air service between San Francisco and these northwest points; and

WHEREAS, an Expedited Hearing is for the best interest of the people of the San Francisco Bay Area and is not prejudicial to the rights of the other carriers; now, therefore, be it

RESOLVED, That the General Manager of Public Utilities is hereby authorized to request the City Attorney to intervene and participate in said proceeding on behalf of the City and County of San Francisco and to file an answer supporting the applicant's Motion for Expedited Hearing.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, On January 24, 1967, Resolution No. 67-0073 was adopted declaring the existence of an emergency resulting from a heavy rainstorm, and

WHEREAS, Subsequently, after flooding waters had receded, it was discovered that very large quantities of silt and sand had accumulated in two drainage canals and two culverts, and

WHEREAS, This material must be removed in order to prevent future damage from flooding that would occur in the event of another severe rainstorm, which past experience indicates is probable during this season; now, therefore, be it

RESOLVED, That the Controller be and is hereby requested to approve a transfer of funds from Appropriation No. 4.726.711.000 to Appropriation No. 7.726.723.000 in the amount of Fifteen Thousand Dollars ($15,000) to provide for the necessary removal of silt and sand from the filled canals and culverts.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes the attendance of two staff members of the San Francisco Water Department, as designated by the General Manager of Public Utilities, at the Thirty-Fifth Annual Conference of the California Municipal Utilities Association, to be held in Sacramento, California, February 28 through March 3, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby requests the Controller's approval of Departmental Requests for Funds, as follows:

San Francisco Water Department

$ 2,500	-	Overtime Salaries,	Appropriation No. 6.745.111.000
15,000	-	Temporary Salaries,	Appropriation No. 6.745.120.000

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, Warrant No. 65-20-31-4, Municipal Railway Operating Fund, $34.35, October 31, 1961, issued by the controller of the City and County of San Francisco, payable to Paul Colbert, for overtime services as a S114 Claims Investigator for the payroll period ending October 31, 1961, was not presented for payment within the period prescribed by law; now therefore, be it

RESOLVED, That this Commission hereby requests the Board of Supervisors to adopt a resolution waiving any statute of limitations which may have run against the payment of the sum covered by the said warrant hereinabove set forth, and providing funds are available, does hereby authorize and direct the Controller of the City and County of San Francisco to cancel the warrant hereinbefore detailed, and to issue in its place and stead, a warrant to the order of Paul Colbert.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 14 1962

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0114-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, The General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accident	Settlement
Non-Litigated		
TC Vergil Knight	November 1, 1966	$ 536.00
MC Eileen Lyons	December 6, 1966	975.00
Litigated		
CC Robert W. Mollendorf	December 29, 1965	880.00
MC John Kelly	April 11, 1964	8,000.00 * (of which $150.00 is P.D.)
Daniel Murray		6,000.00 *
Frances Conway aka Frances Conway Kelly		5,200.00 *
SC Harry M. Christie	April 5, 1963	1,200.00 (of which $417.37 is P.D.)
	Appropriation No. 6.735.804.000	$22,791.00

*All three claimants on one claim.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 14, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

HETCH HETCHY WATER SUPPLY

POWER AND UTILITIES ENGINEERING BUREAU

MEMORANDUM

TO: JAMES K. CARR
General Manager of Public Utilities

DATE: February 14, 1967

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

HETCH HETCHY PROJECT

Water Conditions

A series of storms during the latter part of January deposited heavy amounts of snow on the City's upper mountain watershed. Total precipitation for the season to date is above normal. Although reservoir levels are well below this time last year, the heavy snow pack will be reflected in heavy runoff this spring and summer.

Following is a summary of storage conditions as of February 8, 1967:

Reservoir	Capacity Acre Feet	Storage in Acre Feet February 8, 1967	Storage in Acre Feet February 8, 1966
Hetch Hetchy	360,400	128,220	184,880
Lake Lloyd	268,200	51,486	84,012
Lake Eleanor	27,100	2,450	1,770

Power Production

During the month of January, Moccasin and Dion R. Holm Powerhouses generated 44,470,000 and 66,744,000 kilowatt-hours respectively. The inflow to Lake Lloyd due to the recent rains will enable Dion R. Holm Powerhouse to continue operation.

Robert C. Kirkwood Powerhouse

Contractor is now involved in miscellaneous cleanup, adjusting and operational testing and startup of all powerhouse components.

Flushing of Canyon Power Tunnel

The stuck shutter at O'Shaughnessy Dam which was interfering with discharges into Canyon Power tunnel has been removed and the tunnel is operational. Tunnel flushing has been completed.

Penstock

Work continues on the concrete protective walls and miscellaneous cleanup. The penstock shutoff valve is complete and operating although additional testing will be required. The penstock has been full of water for approximately one week.

Generators

Unit No. 2 is ready for testing. Work continues on Unit No. 1.

Moccasin Powerhouse Replacement

Thirteen bids were received on January 12, 1967 for Hetch Hetchy Contract No. 382, Moccasin Powerhouse Replacement. The low bid of $4,096,515.00 was submitted by Halvorson-McLaughlin Constructors of Spokane, Washington. High bid was $6,010,429.00. Engineer's estimate was $5.4 million. Award has been made to the low bidder.

Deflector Walls and Access Shaft Housing at O'Shaughnessy Dam

The deflector wall No. 2 is complete and work continues on walls No. 1 and No. 4. Contractor has been placing forms for the access shaft house roof.

New Moccasin Warehouse

Contractor has now poured the concrete second floor slab and is awaiting delivery of the steel building.

Connection to Oakdale Manifold

Eight bids were received on January 19, 1967 for Hetch Hetchy Contract No. 391, Connection to Oakdale Manifold and Related Work. The low bid of $187,636.00 was submitted by the Underground Construction Co. of San Leandro, California. High bid was $278,708. Engineer's estimate was $232,000. Award has been made to the low bidder.

San Joaquin Pipeline No. 3, Section A

Fabrication of pipe continues in South San Francisco yard of American Bridge and Hayward plant of American Pipe and Construction Company. Trench excavation is in progress from the Oakdale-Waterford Highway easterly with one 2-yard backhoe. Approximately 4,000 feet has been excavated to date.

Moccasin-Newark Transmission Line

Line No. 4 was de-energized between Moccasin and Oakdale Substation on January 23 so that San Joaquin Pipeline No. 3 contractor can lay pipe. It is anticipated that this section of the transmission line will be out of service for about two months.

California Aqueduct Crossing

Contractor for the State has begun form work on the piers for the maintenance bridges.

State Freeway Crossings

All concrete pipe encasements have been poured and work is now under way backfilling at all locations.

South Fork Crossing

An agreement to provide geological and engineering services relative to the protection of the exposed portion of the Hetch Hetchy Aqueduct over the South Fork of the Tuolumne River is being prepared and will be submitted to the Commission for approval. This is the first stage of an engineering study to provide adequate protection to this very vulnerable portion of the Aqueduct which has a long history of accidents from falling rocks, flood damage, etc.

The most recent accident occurred in December, 1966, when a large boulder fell from the vertical canyon walls and damaged the aqueduct, necessitating a shutdown for repairs.

Engineering Study of Additions to Hetch Hetchy Project

The Public Utilities Commission has authorized the employment of the joint venture of Clair A. Hill and Associates - R. W. Beck and Associates to participate in an engineering study of various possible additions to the Hetch Hetchy Project. The study will cover the engineering and economic feasibility of hydroelectric installations that are or may be available and their relationship to present and future markets for Hetch Hetchy power. Power Marketing is the subject of another study currently under way and this study will augment the information derived thereby.

Moccasin-Newark Transmission Line Crossing by Pacific Gas & Electric 500-kv Line

Pacific Gas and Electric Company has notified the City that they will construct another 500-kv transmission line (Tesla-Metcalf), which will cross our Moccasin-Newark Line about nine miles west of Tesla Portal. It is contemplated that the transmission line crossing will be constructed during the month of July, 1967.

Tesla Treatment Plant

Plans for enlarging the pumping and chlorinating facilities at Tesla Portal were reviewed with members of the Water Department's Purification Division.

AIRPORT ENGINEERING AND CONSTRUCTION

South Terminal Baggage Facilities

Work is progressing satisfactorily.

Reconditioning of Light Fixtures, Upper Level, South Terminal

All work was completed January 19, 1967.

Waterproofing and Roof Drainage - South Terminal, Piers F and G

Contractor is in final phase of patching stucco and recheck of areas subject to leaks.

Baggage Conveyor Systems 7 and 11

Installation is progressing satisfactorily.

Additional Operations Area, Lower Level, Pier FF

Progress continues in conjunction with tenant work.

Pier FF

The contractor is completing the final check list of items required to complete this contract.

Alterations to Central Terminal

The contractor has replaced the tile on the second floor level of the Central Terminal and if the work is determined to be satisfactory this contract will be complete.

Improvements to Piers C and D

Contractor is installing partitions, duct work, doors, and electrical items. Progress is good.

In Runway Lighting, Runway 28L and Centerline Lighting of Taxiway J

Contractor continued installation of equipment in field lighting building. Wet weather has delayed progress on the runway lights.

Relocation of Taxiway R

Progress was severely hampered by rainy weather.

Alterations to Sewage Pumping Station No. 2

Some delay was caused by rain. Remodeling work is continuing.

Drainage and Pumping Station, South Lomita Canal

Installation of pumps and motors are the remaining items on this contract.

Drainage Pumping Station No. 5

Contractor is preparing to install mechanical equipment.

Pavement and Utilities, Cargo Building No. 5

Progress severely hampered by rainy weather.

Construction of South Oxidation Pond and Related Work

All work was completed January 17, 1967.

Bids Received

	Contract No. and Title	No. of Bids	Low	High
A-455	Alterations to Sewage Pumping Station No. 2	4	$ 7,800	$13,911
A-456	Pier D Signs (Informal)	3	3,151	4,982
A-4621-2	Replacement of Gas Appliances, Field Lighting Bldg.	5	3,948	6,875
A-473	Installation of Entrance Controls, Parking Garage	7	17,924	38,500
A-482	Additional Directional Signs, Terminal Bldgs. (Informal)	2	1,890	2,565
A-477	Relocation of Sewage Pump Discharge, Pier F (Informal)	3	1,584	1,995

Plans and Specifications Completed

Contract No. and Title		Estimated Cost	Status
A-467R	Replacement of Effluent Line at Sewage Treatment Plant	$9,300	Bids due 2/23/67
A-489	Install Waterproof Membrane, 3rd Level, Parking Garage	4,000	Awaiting approval

Tenant Construction

Airborne Freight	Plot 10A, New Building Construction
Air California	Ticket Counter and Gate Room Facility
American Airlines	Remodeling of Baggage Service Office
Canadian Pacific	Ticket Counter Facilities
Christian Science	Reading Room, South Terminal
Federal Aviation Agency	Approach Light System New Localizer System Central Terminal 5th Floor Window Modifications
S. B. Hicks	South Terminal Candy Shop
Interstate Hosts	South Terminal, Facilities Modification New Dishwasher for Flight Kitchen
Japan Airlines	South Terminal, New Office Partitions
Pacific Airlines	Plot 11, Maintenance Base Facilities Plot 11, Underground Fuel Tanks
Pacific Telephone	South Terminal, New Lounge Area
Pan American	Plot 1, Office Modifications in Hangar Building
Texaco, Inc.	Plot 3-D, Facilities Expansion
United Airlines	Building 84, Expansion, Phase III Building 84, Plating Shop Maintenance Base, New Entrance Area Expansion of Plasma Arc Facilities Modifications to Hangars 1 & 2 and Building No. 3 Expansion of Electrical Distribution System Maintenance Base, Building 84, Mezzanine Floor Military Counter, Central Terminal, Ticket Counter Modifications to Pier B Temporary Baggage Claim Area, Northeast Court Pier C, Gate Rooms 21 and 27, Remodel

Tenant Construction (cont'd)

U. S. Post Office	New Post Office, Plot 10B
West Coast Airlines	Modification to Gate Room 41 and Passenger Loading Bridge
W. T. C. Air Freight	Air Cargo Building No. 1
Western Airlines	Related Contracts to Pier FF Pier F and FF, Electrical Additions Pier F and FF, Ground Floor Modifications

Heliport

Staff met with Redevelopment Agency and Port Authority relative to substitute parking lots for the displaced autos at the interim heliport site north of the Ferry Building. Redevelopment Agency agreed to furnish an alternate site for the third parking lot closer to the Embarcadero than the original proposal at Sacramento and Davis Streets.

Approval for the interim site north of the Ferry Building was given by the State Division of Aeronautics.

Industrial Wastes

Tenants' rules and regulations on waste discharges have been approved and adopted by the Public Utilities Commission and will become effective March 1, 1967. The South Oxidation Pond was placed into operation on January 6, 1967. Performance of this pond will be checked by chemical analysis of samples taken over the next three months. The North Oxidation Pond continues to show satisfactory results. Monthly monitoring of the effluents entering the Bay was interrupted during January because of the heavy rains.

The Regional Water Quality Control Board's action at the meeting of January 19, 1967 required City to submit a firm and detailed time schedule for all actions necessary to assure the Board that their requirements will be met. This time schedule is due on May 15, 1967. However, the details of this time schedule will depend on the technical evaluation of the two oxidation ponds.

Federal Aviation Agency Projects

Amendment No. 2 to FAA Project C-622 on the Glide Slope Facility has been executed by the City and returned to FAA.

Grant agreement for FAA Project C-723 covering work on Taxiway "E" has been approved by the Board of Supervisors.

Noise Suit

Staff is compiling technical data on noise and air pollution for use by City Attorney's office on the noise suit at the Airport.

MUNICIPAL TRANSIT SYSTEM ENGINEERING AND CONSTRUCTION

Relocation of Trolley Coaches

Three bids were received on January 5, 1967 for Contract MR-522 for the relocation of trolley coaches from Mission to South Van Ness, and 16th to 17th Street. The low bid of $276,031 was submitted by the Abbett Electric Corp. of San Francisco. High bid was $333,143. This work is necessitated by pending construction of BARTD in this area and all costs will be borne by the District.

Embarcadero Plaza Terminal

Meetings were held with Redevelopment Agency, Port Authority, Public Works, and the consultants for the Ferry Park relative to requirements for the Muni Terminal in the Embarcadero Plaza. Funds have been allocated for engineering design of the terminal facilities.

Painting - Fillmore Substation and Geary Carhouse

All painting is complete at Fillmore Substation and Geary Carhouse. Contractor is doing cleanup and touchup work.

Pole Relocation for Clay Street Widening

No field installation has been permitted due to other work in the area.

Plans and Specifications Completed

	Contract No. and Title	Estimated Cost	Status
MR-507	Construction of Cable Car Drift Curve, Washington and Mason Streets	$21,600	Awaiting bids
MR-498	Visitors' Facilities, Cable Carhouse	80,000	Awaiting approval
MR-520	Paint Forest Hill Station	13,000	Awaiting approval

UTILITIES ENGINEERING BUREAU

STATUS OF CONSTRUCTION CONTRACTS

February 1, 1967

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Hetch Hetchy					
HH-331	Kirkwood PH Generators	$ 842,394	5	98	100
HH-375	Concrete Encasement at Three Road Crossings	127,415	32	88	80
HH-376	Kirkwood Powerhouse	4,419,677	0	99	100
HH-377	Kirkwood Penstock	2,342,000	5	95	100
HH-379	San Joaquin Pipeline No. 3 Section "A"	5,656,941	7	9	21
HH-392	Spillway Deflector Walls, O'Shaughnessy Dam	123,122	24	52	52
HH-397	New Moccasin Warehouse	109,987	20	70	66
HH-401	Electrical Utilities and 230 KV Towers at Moccasin	37,410	20	35	58
Airport					
A-252	Drainage Pumping Station South Lomita Canal	178,112	9	79	100
A-348	Pier FF	710,718	0	99	100
A-354	Alterations to Central Terminal	1,255,561	0	99	100
A-382	Demolition and Removal of Obstructions - Runway 10R	26,573	0	75	100
A-387	Alterations to Piers C and D	135,944	15	37	78
A-396	In-runway Lighting 28L and Centerline Lighting Taxiway J	231,594	4	49	100

(Continued)

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Airport - Cont'd					
A-433R	Waterproof & Roof Drainage So. Terminal Piers F & G	$ 41,943	27	77	100
A-434	Traffic Control for Taxiway F Runways 1L and 1R	9,677	0	50	100
A-440R	Baggage Conveyor Systems 7 & 11 South Terminal Building	45,375	50	50	60
A-450	South Oxidation Pond	32,400	11	100	100
A-451	Pavement Reconstruction Taxiway E	219,307	Awaiting Certification		
A-452	Apron Pavement for Cargo Bldg. 5A	216,497	4	12	78
A-455	Alterations to Sewage Pumping Station No. 2 (Emergency)	7,800	75	75	77
A-459	Add Operations Area Lower Level Pier FF	18,743	25	61	100
A-462I-2	Replace Gas Appliances With Electric (Informal)	3,948	Awaiting Certification		
A-464	Relocation of Taxiway R	106,151	3	21	100
A-465	Drainage Pumping Station No. 5	43,835	28	73	62
A-470	Grading for Glide Slope Site - Runway 28L	22,988	Awaiting Certification		
A-471	South Terminal Baggage Facility	24,120	10	13	43
A-473	Entrance Controls Parking Garage	17,924	Awaiting Certification		
A-474	Modification of Substation I	3,944	Awaiting Certification		
A-475	New Partition Air Cargo Bldg. 3	1,966	Awaiting Certification		
A-479	Recondition Light Fixtures South Terminal	4,271	100	100	100

(Continued)

Contract No.	Title	Contract Amount	% Complete Last Month	% Complete To Date	% Time Elapsed
Transit System					
MR-491	Overhead Construction Detour - 18th at Freeway Extens.	$ 41,317	10	100	100
MR-506	Painting - Fillmore Substation and Geary Carhouse	26,030	24	95	100
MR-509	Pole Relocation for Clay St. Widening	8,470	0	0	100
MR-510	Exhaust System 24th and Utah Shop	4,686	Awaiting Certification		
MR-522	Relocate Trolley Coaches Mission to South Van Ness	276,031	Awaiting Certification		

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

February 10, 1967

Contract No.	Title	Contract Amount	Authorized Payments To Date	Percent Com-plete	Percent Time Elapsed
WD-1180	BDPL No. 4, Sec. A & Alameda Creek Siphon No. 3	$5,034,520.00	$4,475,437.20	99	122
WD-1190	Constr. of Crystal Springs Bypass Tunnel & Appurtenant Work	8,616,850.00	1,081,808.05	21	14
WD-1192	Constr. of McLaren Park Pump Station	119,387.64	97,908.12	98	153
WD-1210	Constr. of San Antonio & Sunol Pumping Stations	1,258,500.00	324,013.72	30	74
WD-1240	Constr. of 60" San Antonio P/L & 36" Sunol P/L	1,018,651.25	836,129.41	95	76
WD-1249	Elevator Installation, 425 Mason St., San Francisco	79,765.00	20,882.95	29	57
WD-1268	Excavation & Repaving for Water Service Renewals	77,560.00	35,682.66	92	77
WD-1272	16" Ductile & 24" Steel Mains in Junipero Serra, Garfield, Randolph & Other Sts.	408,583.00	None	0	1
WD-1277	4" & 6" CIM in Fern, Franklin & Other Sts.	35,726.00	None	0	4
WD-1279	Excavation & Repaving for Water Service Renewals, No. of Army St.	41,750.00	5,859.63	77	58
WD-1280	Connections of Alameda Creek Siphon No. 3	174,765.00	None	2	13

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

February 21, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thos. F. Stack, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Thomas P. White

Vice President Thos. P. Stack presided.

Pledge of Allegiance was led by Commissioner Rousseau

The minutes of the regular meetings of the Commission held January 24, 1967 and January 31, 1967, were approved.

RESOLUTION NO.		
		On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolution was adopted:
67-0128	H	Hetch Hetchy Project Departmental Request for funds.
		Vote: Ayes-Commissioners Stack, Rousseau, Goldman, Kelly Absent-Commissioner White
		On motion of Commissioner-Goldman, seconded by Commissioner Kelly, the following resolutions were adopted:
67-0129	A	Completion of Contract No. AD 354--Alterations to Central Terminal at San Francisco International Airport - $1,254,974.90, as modified
67-0130	A	Supplemental Appropriation - $87,031 to finance Airport operations
67-0131	A	Approving compromise and settlement of airport parking fees - Andrew F. Schmidt, car owner - $213.75
67-0132	A	Approving compromise and settlement of airport parking fees - Stanley A. Winn, car owner - $144.00
67-0133	W	Award of Contract No. WD 1253--Laying of 8" and 12" Cast Iron Mains in Burnett Avenue North of Dixie Alley - W. L. Fairey - net amount - $8,740.00
67-0134	W	Bid call, Contract No. WD 1256--Laying of 8" and 12" Cast Iron Mains in Burnett Avenue East of Twin Peaks Blvd. Estimated cost, $30,950. Bid call, Contract No. WD 1284--Excavation and Repaving for Water Service Renewals. Estimated cost, $37,410.

67-0135	W	Approving Travel Expense Voucher, $289.20 - Deputy City Attorney Robert M. Desky, trip to Los Angeles, November 27-December 2, and December 5-7, 1966
67-0136	W	Revocable Permit to Department of Public Works
67-0137	W	Cancellation of Revocable Permit issued to City of Fremont under Resolution No. 66-0233, adopted March 22, 1966.
67-0138	W	Cancellation of Revocable Permit issued to R. K. Humphries for Picnic Grounds, Niles Canyon, under Resolution No. 24,437, adopted November 10, 1964.
67-0139	W	Retirement - August Bordenave, Automotive Machinist - 44 years' service with the Water Department
67-0140	W	Retirement - Fred R. Fawcett, Watershed Keeper Supervisor - 38 years' service with the Water Department
67-0141	W	Revocable Permit to Alameda County re Bernal Ave.
67-0142	M	Approving amendment to Revolving Funds Rules and Regulations, Rule 6, Subsection E, Municipal Railway, Petty cash funds increases
67-0143	GO	Attendance at the California Municipal Utilities Association 35th Annual Conference, Sacramento
67-0128-MR		Approving payment of claims against the Municipal Railway - total amount $1,290.03

Vote: Ayes-Commissioners Stack, Rousseau,
Goldman, Kelly
Absent-Commissioner White

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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In discussing the extension of 474 calendar days for the completion of AD Contract No. 354--Alterations to Central Terminal at San Francisco International Airport, Mr. Oral L. Moore, General Manager, Utilities Engineering Bureau, said the initial completion date was October 24, 1965. There were many delays in the contract work, most of them arising from the necessity for relocating various airport tenants during construction.

The first stage of this contract was remodeling of the north side of the Central Terminal, occupied by United Air Lines. The work involved was not only by City contract but also consisted of work by United. They had many problems in their baggage conveyor installation which delayed City's contractor. He then cited another example, completion of the new elevator to the International Room and second level lounge area. Here it was necessary to move the United Airlines Red Carpet offices, and relocate Mercury Insurance. New space had to be made available for Mercury. Mr. Moore said the delays were more extensive than 342 days but these were critical in the path of construction.

There were some 40 extra work changes ordered by the Commission. The actual number of days to accomplish this work was over 35, but only 35 were critical days in the job path.

Then there was the matter of the second floor lounge area. Under pressure from the Engineering Bureau, the contractor installed linoleum flooring on newly-poured concrete slab which was not sufficiently cured. Replacement work was done only about two weeks ago, said Mr. Moore.

Mr. Moore stated that in general, working under extremely difficult conditions remodeling work of this sort and necessity for maintaining passenger traffic in this very busy terminal, the contractor, he felt, did an excellent job and was cooperative as could be under the circumstances.

Commissioner Goldman said a delay of about a year is a long period of time. He stated the fact that tenants had to be moved was known to the Commission and the contractors at the time of the bid. He said it disturbed him that the contractor bid on something not within his control. It must, because he felt he could always back down because of circumstances experienced. If this is the case why have the time limitation on the work, asked Commissioner Goldman.

Second, on the 97 days--under pressure from the Commission, they did something that was not best to do. It seemed to Commissioner Goldman that the contractor should have known better. He said he only asked these questions because this was a "fait accompli". Mr. Moore said the term "pressure from the Commission" was used in a generic sense. The contractor was being pressed by the construction staff, the Utilities Engineering people. There was pressure for the space which was needed for occupancy. He thought the error was in judgment and said that this action would not have been different in waiting for the proper drying. The contractor had to take the covering up and relay it at his own expense.

Mr. Moore explained that the Board of Supervisors by ordinance had established a list of some 66 or 67 causes of "unavoidable delay". In effect the Department has little or no power to penalize the contractor for such unavoidable delays. He said it was true what Commissioner Goldman said--at the time the contract was awarded the contractor knew very well the space he would have to work in and which tenants would have to be relocated. What he did not know was that in many cases the tenants' work was to be done by a contract, approved by the Public Utilities Commission. He had no way of knowing what that contract performance would be.

He said past Commissions wrestled mightily with this problem. Commissioner Stack said the Commission has no recourse.

Commissioner Goldman said the reason he asked was that another contractor whose bid might have been higher at the time--but who would have recognized the delays--might have done a better job.

The question of liquidated damages was then raised. Mr. Moore said this has been discussed with the City Attorney's Office for a number of years, and it offers some leverage; it does not give pressure for specific performance--but the contractor at least knows if he lies down on the job, if he has no excellent reason he can be penalized.

Commissioner Stack, with relation to plans now or in the future with reference to engineering and design for extensions of Piers G, E, and D to hold jumbo jets when they arrive in 1970, cautioned the Engineering Bureau on the necessity for coordinating work and completion time. The arrival time of the new aircraft will be known. Pan American will be well advised by Boeing; they will have their delivery time and first-out time. It will be necessary to work backwards, figure when the job should be done and then space the periods out. It might require double shift employment. The financial and economic loss to the airport due to our inability to move people when the new jets are here will be monumental.

The demands are on City according to Commissioner Stack. City should require the successful bidder to take into consideration time and one-half, double shifts, or even triple shifts. Commissioner Stack said the Commission should determine as a policy matter that it would be interested in contract completion not a year later but a week before.

Commissioner Goldman asked Mr. Moore if in his opinion any of the other bidders would have treated these circumstances that delayed the project over a year in like fashion. He asked if the delays were such that any other of the bidders on the list could have avoided them.

Mr. Moore said he didn't think any of the delays could have been avoided.

Mr. Finn pointed out this was a huge remodeling job. The building had to be kept in operation. The actual extension time the contractor applied for was much greater than that being recommended. He said only those which affected the critical path were considered by staff. In new construction one usually doesn't run into the same problems.

Commissioner Goldman said in his opinion a sophisticated contractor should know what he is up against and should bid the job accordingly.

Mr. Finn stated the contractors all had the same information. When they bid they all knew they had these 66 reasons for granting delays, over which the Public Utilities Commission has little or no discretion.

Mr. Finn said he would be pleased to forward to Commissioners Goldman and Kelly a copy of the ordinance relating to delays, as well as a list of the original bidders on AD Contract 354, for their information.

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In discussing the cancellation of the Water Department Revocable Permit to R. K. Humphries for the Niles Canyon picnic ground, Commissioner Goldman asked whether we could gain much greater public relations value by arranging with one of the local communities or county to maintain the area for picnic usage rather than trying to find another lessee for $900 rent or less per year.

Mr. H. C. Medbery, Water Department Assistant General Manager explained it has been the policy in the past to lease out to a private lessee. It is to City's advantage to do so. For the department to handle this type of picnic ground operation would require additional employees. He said the Water Department has had no proposals from anyone on the County level to take over this property. Mr. Medbery was not sure that the County would be interested. He said he would be very happy to look into it.

Commissioner Rousseau suggested the Cities of Fremont and Niles also be contacted.

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Communications:

Commissioner Stack read a wire which the Commission and staff had sent earlier to President Thomas P. White in Honolulu for the hearing on the Transpacific Route Case wishing him many happy returns and congratulations on his birthday.

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General Manager of Public Utilities Calendar Items:

Mr. Finn stated that Water Department General Manager Arthur H. Frye, Jr. and Deputy City Attorney Jerome Cohen were in Sacramento today testifying before the Assembly Transportation Committee on the matter of the Junipero Serra Freeway. There is an Assembly Resolution #55 which calls upon the State Highway Commission to give heed to and support the wishes of the local communities, both San Francisco and San Mateo, in establishing the Ridge Route as laid out by the City and County of San Francisco in preference to the lower route along the edge of the reservoir.

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Mr. Finn reported that he had talked to Mr. Carr in Hawaii. Mr. Carr was well pleased with the manner in which his testimony before the Hearing Examiner in the Transpacific Case was received. His testimony brought out that San Francisco and Los Angeles are the only west coast cities that are really going ahead and planning to a point where they will be able to receive big planes when said planes are operable.

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Commissioner Stack, referring to Municipal Railway Departmental Monthly Report comments on traffic congestion on Haight Street, asked Municipal Railway General Manager V. W. Anderson if the Police Department has been able to assist.

Mr. Anderson said they have been working with the Police Department but in spite of assistance the conditions are very difficult. It is just plain slow-moving traffic. Commissioner Stack asked for an on-and-off count of passengers on Haight Street, between Stanyan and Masonic Streets. Mr. Anderson said staff is also investigating certain rerouting procedures.

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Commissioner Goldman commented on the occasions of the Municipal Railway operators driving into the intersections before the bus on the far side has moved out, and asked what is being done to control this situation.

Mr. Anderson explained the instructions are very specific: The operator on the following coach is not to enter the intersection--he is to wait to the extent that he can move across the intersection and pull into the loading zone. The Bureau of Personnel & Safety has a staff of instructors who are directed to watch for violations so the operators can be reinstructed.

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Roll Call:

Commissioner Kelly asked for a report from the Airport Department with regard to the "Chronicle" article on the restaurant concession. Mr. George Hansen said he would investigate and report.

THEREUPON THE MEETING ADJOURNED.

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby requests the Controller's approval of Hetch Hetchy Project Request for Funds, in amount of $7,500.00, to provide additional funds for Compensation Insurance, Appropriation No. 6.697.815.755.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, By the terms of Airport Department Contract No. 354, Alterations to Central Terminal at San Francisco International Airport, the Contractor, Arntz Construction Company, was to have completed all work on or before October 24, 1965; and

WHEREAS, The Contractor was delayed for a total of 342 calendar days by tenants occupying areas involved in the work; and

WHEREAS, The Contractor required 35 calendar days to perform additional work authorized by the Commission;and

WHEREAS, The Contractor was delayed 97 calendar days awaiting delivery of floor tile to replace same that proved defective; and

WHEREAS, "... the prevention of a contractor from commencing or prosecuting the work because of the acts of others, excepting the contractor's subcontractors; changes in the work ordered by the contracting officer, board or commission insofar as they necessarily require additional time in which to complete the entire work; inability of contractor to procure labor; material shortages; inability of contractor to procure material; ..." are unavoidable delays as defined in File No. 13456, Ordinance No. 9484, Section 6.3 UNAVOIDABLE DELAYS, adopted by the Board of Supervisors January 16, 1956; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 474 calendar days to February 10, 1967, for which liquidated damages are hereby waived; and be it further

RESOLVED, That this Commission accepts the work as being satisfactorily completed in accordance with the contract documents, approves Modification of Contract in amount credit to the City of 586.70 and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $130,440.33.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FE[illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors, Supplemental Appropriations of Airport Operating Funds, to provide funds required to finance Airport operations for the remainder of Fiscal Year 1966-1967, as follows:

Appropriation	6.725.111.000	Overtime	$ 3,263
	6.725.130.000	Wages	7,100
	6.725.200.000	Contractual Services	25,000
	6.725.300.000	Materials and Supplies	24,100
	6.725.800.000	Fixed Charges	27,568
			$ 87,031

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No.__________

RESOLVED, That this Commission authorizes the Airport General Manager to settle and compromise the amount of parking fees chargeable against the vehicle of Andrew F. Schmidt for the sum of $213.75.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission authorizes the Airport General Manager to settle and compromise the amount of parking fees chargeable against the vehicle of Stanley A. Winn for the sum of $144.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract WD-1253 Laying 8-inch and 12-inch Cast Iron Mains in Burnett Avenue, North of Dixie Alley, to W. L. Fairey in the net amount of $8,740.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 8 1957

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

WD Contract No. 1256--Laying of 8-Inch and 12-Inch Cast Iron Mains in Burnett Avenue East of Twin Peaks Boulevard

WD Contract No. 1284--Excavation and Repaving for Water Service Renewals.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$289.20 expenses of Robert M. Desky, Deputy City Attorney, incurred on trip to Los Angeles November 27 - December 2, and December 5-7, 1966, for participation in depositions in City & County vs. United States Steel Corp. et al., United States Dist. Ct., No. Dist. Cal. No. 43729.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF SAN FRANCISCO

Permit to landscape a portion of the San Andreas 54-inch pipeline right of way; said portion being 20 feet in width and bounded by the easterly line of Junipero Serra Boulevard, and northerly line of Alemany Boulevard and southerly line of Lot 2, Assessors Block 7149, City and County of San Francisco. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. [illegible]

RESOLVED, that this Commission hereby revokes that certain domestic garden permit issued to the City of Fremont, authorized by Public Utilities Commission Resolution No. 66-0233, adopted March 22, 1966.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. [illegible]

RESOLVED, That this Commission hereby authorizes cancellation as of March 1, 1967, of that certain Revocable Permit to R. K. Humphries, covering 7.5 acres in Niles Canyon, Alameda County, as described on Water Department Drawing No. B-1490, authorized by Public Utilities Commission Resolution No. 24,437 adopted November 10, 1964, for the purpose of a picnic ground at a rental of $75.00 per month plus taxes and assessments.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0130

WHEREAS, August Bordenave, Automotive Machinist, has retired from the service of the City and County of San Francisco, Water Department, after more than forty-four years of service; and

WHEREAS, In the performance of his duties as an automotive machinist, in charge of shops and automotive equipment in the Peninsula Division, in his contacts with the public, his fellow employees and the heads of Divisions, he has earned their respect and admiration; and

WHEREAS, The Public Utilities Commission recognizes the valuable service that Mr. Bordenave has rendered the people of San Francisco, while employed by said San Francisco Water Department; therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. Bordenave its best wishes for a long and happy life, and the assurance of its appreciation of work well performed; and be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby, directed to prepare a copy of this resolution for presentation to Mr. August Bordenave.

President

Mayor

Vice President

Manager of Utilities

Commissioner

General Manager and
Chief Engineer
Water Department

Commissioner

Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No.__________

WHEREAS, Fred R. Fawcett, Watershed Keeper Supervisor, has retired from the service of the City and County of San Francisco, after thirty-eight years' service with the Water Department; and

WHEREAS, In the performance of his duties as Reservoir and Watershed Keeper, and Watershed Keeper Supervisor, in his contacts with the public and his fellow employees, he has earned their respect and admiration; and

WHEREAS, The Public Utilities Commission recognizes the valuable service Mr. Fawcett has rendered the people of the City and County of San Francisco, while employed by said San Francisco Water Department; therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. Fawcett its best wishes for a long and happy life, and the assurance of its appreciation of work well performed; and be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby, directed to prepare a copy of this resolution for presentation to Mr. Fred R. Fawcett.

	President
Mayor	Vice President
Manager of Utilities	Commissioner
General Manager and Chief Engineer Water Department	Commissioner
	Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS Alameda County has filed a condemnation action for property under control of the Water Department for the widening of Bernal Avenue near State Route 680: and

WHEREAS Alameda County has requested a permit to allow work to proceed pending consummation of the court proceedings:

Now therefore, be it resolved that this Commission hereby authorizes issuance of a Water Department Revocable Permit

TO: ALAMEDA COUNTY

covering use of this property. This permit will allow Alameda County to occupy a portion of Parcel No. 69, known as the Pleasanton Industrial Park, for the purpose of widening Bernal Avenue, County Road No. 2000; said widening to be approximately 50 feet in width extending between Road Station 28+00 and 72+00; plus an additional 15 feet in width for an appurtenant drainage ditch between Road Station 50+70 and 62+75. Permit is to cover the interim period and with terms and conditions for protection of City's wells, irrigation lines and fences.

Fee waived in consideration of a governmental agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. ______________

RESOLVED, That this Commission [illegible] [illegible] the Controller's [illegible] [illegible] and Lighting, Public Utilities [illegible], as follows:

Rule 6 - [illegible] (Petty Cash [illegible])

Petty cash entrusted to:
Storekeeper, [illegible] Division be increased from $50.00 to $100.00.

Senior Storekeeper, 24th and Utah Garage be increased from [illegible] to [illegible].

[illegible] Storekeeper, [illegible] be increased from $150.00 to $250.00.

Inventory Clerk, Ocean - General Stores be increased from [illegible] to [illegible].

[illegible], [illegible] 801 Clement Street be increased from [illegible] to [illegible].

[illegible] be decreased from $250,000.00 to [illegible].

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]3

RESOLVED, That this Commission hereby authorizes two persons, consisting of such Commissioners or staff members of the Public Utilities Commission - General Office as are designated by the General Manager of Public Utilities, to attend the Annual Conference of the California Municipal Utilities Association, to be held in Sacramento, California, February 28 through March 3, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0128-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, The General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlement		
MC Fireman's Fund American Insurance Company and Harry Moulin	November 7, 1966	$ 758.53
Litigated Settelement		
TC Alice G. Ransom	December 6, 1965	531.50
Appropriation No. 6.735.804.000		$1,290.03

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 21, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

February 21, 1967

TO: MR. JAMES K. CARR
General Manager of Public Utilities

FROM: V. W. ANDERSON
General Manager
San Francisco Municipal Railway

SUBJECT: SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

PASSENGER TRAFFIC AND REVENUE

REVENUE PASSENGERS:

	1966	1965	Difference	%
November	12,060,871	11,847,149	+ 213,722	+ 1.80
December	12,228,128	12,152,762	+ 75,336	+ 0.62
	1967	1966		
January	11,925,618	11,928,550	- 2,932	- 0.02

The following comparative information is taken from the most recent available statistics from the American Transit Association.

November 1966:	Average--Cities over 500,000 population	- 1.21
	Average--All City Transit Systems	- 0.53

PASSENGER REVENUE:

	1966	1965	Difference	%
November	$1,662,330	$1,619,070	+ $43,260	+ 2.67
December	1,707,736	1,692,875	+ 14,861	+ 0.87
	1967	1966		
January	1,647,226(T)	1,647,556	- 330(T)	- 0.02

(T) Tentative

REVENUES AND EXPENDITURES

Adult fare passenger revenue for the first seven months of this fiscal year was 2.83% more than for the corresponding period last year. Total revenues for the period from July 1, 1966, through January 31, 1967, were $700,267 more than budget estimates, and total expenditures during the same period were approximately $234,000 less than budget estimates.

AUTOMOBILES EXCLUDED FROM GOLDEN GATE PARK MUSIC CONCOURSE AREA

Commencing January 22, 1967, automobiles have been excluded from the Music Concourse area in Golden Gate Park on an experimental basis on Sundays. The roadways in front of the Morrison Planetarium, Aquarium, and the Academy of Science, as well as the roadway in front of the DeYoung Museum and Japanese Tea Garden, are closed to vehicular traffic from 6:30 a.m. until approximately 5:00 p.m.

Under this arrangement, however, Line No. 10 coaches operate on the regular weekday route across the Park following Concourse Drive in both directions.

The purpose of the experiment is to "return the Park to the people," and reports indicate that the net result is greater usage of the Park facilities by citizens.

TEMPORARY RE-ROUTING--UTILITIES RELOCATION

On Sunday, January 29, 1967, trolley coach lines 8 and 21 were re-routed inbound only from approximately 7:30 a.m. until 5:00 p.m. due to necessary relocation of P.G. & E. utilities on Market at 8th Street for the Bay Area Rapid Transit subway.

Line No. 8 coaches were re-routed on that day only from Market & Van Ness via South Van Ness, Mission, Steuart, Market, and The Embarcadero to the Ferry terminal. Line No. 21 coaches were re-routed from Grove & Van Ness via Van Ness, South Van Ness, Mission, Steuart, Market, and The Embarcadero to the Ferry terminal.

Four motor coaches were used to connect with inbound No. 8 and No. 21 trolley coaches to provide shuttle service from Market & Van Ness via Market to the Ferry terminal.

No change was required in the routing of outbound coaches on Lines 8 and 21, and streetcar service was not affected by the utilities relocation project.

SCHOOL CHARTERS

Effective January 31, 1967, 62 coaches are chartered by the San Francisco Unified School District whereas 56 had previously been required.

SERVICE ADJUSTMENT--LINE 28

Effective February 6, 1967, northbound headways on Line No. 28 were adjusted to improve load distribution during the period when students are going to school.

TRAFFIC CONGESTION ON HAIGHT STREET

Severe traffic congestion has occurred on Haight Street west of Masonic on recent Saturdays and Sundays. The apparent cause is sightseers in slow moving automobiles going through the Haight-Ashbury district--probably as a result of recent publicity. As pertaining to transit, the net result has been serious delay to coaches on Lines 7, 71, and 72. The Municipal Railway is working with the San Francisco Police Department in an endeavor to improve the movement of traffic on Haight Street.

CALIFORNIA STREET CABLE CARS

Three California Street cable cars have been completely repainted. It is anticipated that others will be repainted at the rate of about one per month.

CALIFORNIA STREET CABLE CAR NO. 59--GRIP

California Street cable car No. 59 has been equipped with a single grip which can be actuated from either end of the car. This installation is experimental, and tests will be made after completion of regularly scheduled service on the California Street line on some evening in the near future.

HYDE CABLE

A new Hyde line cable was installed on January 31, 1967, to replace a worn-out cable which had been in service for 119 days. The normal life for a cable on this line is 125 days.

TROLLEY LINE PROJECT

Trolley lines and guy wires were transferred to new poles which were installed at 14th & Quintara. One existing pole was removed from the site. This work was necessitated by a Department of Public Works project which provides a new street on 14th Avenue between Quintara and Rivera. Municipal Railway funds were used for the installation of the two poles and removal of one pole.

Seven new steel trolley poles were installed on Taraval Street between 41st and 47th Avenues to replace existing concrete poles which were severely worn and were in a hazardous condition. Trolley span wires were transferred to the new poles.

TRACK WORK--CHURCH STREET RIGHT-OF-WAY

Extensive repairs were made on the Church Street right-of-way between 18th and 19th Streets consisting of installing 150 new ties, retamping the ballast, and adjusting the alignment and gauge of the tracks.

MUNI MAN OF THE MONTH

Operator Roy O. Sydney, Cap 335, became the 187th Muni Man of the Month at ceremonies conducted at Potrero Division on January 26. Mr. Thomas P. White, President of the Public Utilities Commission, presented the Certificate of Merit to Operator Sydney. Mr. James J. Finn, Secretary and Assistant General Manager of Public Utilities, represented Mr. James K. Carr.

LETTER OF APPRECIATION

It is believed that the attached letter commending Cable Car Conductor Ozell Harris, Cap 2789, will be of interest to Utilities management and the Commission.

MUNICIPAL RAILWAY
RECEIVED
JAN 18 1967
REFERRED TO ....
V. W. ANDERSON, General Manager

San Francisco Municipal Railway:

Dear Sir:

I want to bring to your attention, that while visiting San Francisco, riding at the Cable street car, we were attended by a very kind and courteous conductor.

Observing, that we were foreigners, especially one of us just arrived from Vienna ,Austria, going back in one week, he brought him a little booklet about the Cable cars of San Francisco.

This person, was enchanted by the treatment of the conductor telling that he will tell when back in Vienna how courteous the SanFrancisco streetcar conductors are, and I of course am glad too, because I am the tour leader and I am happy when the group I am guiding is favorably impressed.

This conductor has the Number 2789.

Very sincerely

Marion de la Rivera

Marion de la Rivera

1145 N. Coronado St.
Los Angeles, Ca. 90026

TRANSIT BRIEFS

WASHINGTON, D.C. - The nation's first Technical Studies Program grant, authorized by a 1966 amendment to the Urban Mass Transportation Act, has been awarded to the Metropolitan Atlanta Rapid Transit Authority. The funds, in the amount of $369,000 will finance two-thirds of the cost of the technical studies needed to enable MARTA to submit a coordinated rapid transit system improvement proposal to Atlanta voters in a November 1968 bond election.

The transit authority will supplement the HUD grant with $184,000.

TACOMA, WASHINGTON - The Tacoma City Council passed an ordinance recently which puts into effect a sweeping excise tax for the subsidization of the city's transit system. The far-reaching transit-aid excise tax levies a 75-cents-per-month tax on all dwelling places receiving utility services and institutes a business-activity tax on all companies and business organizations ranging from two dollars a month to 12 dollars a month, depending upon the number of employees. All other persons not subject to either tax will also be subject to a transit-tax payment of one dollar per month. The new city law renders enforceable an act passed by the State Legislature last year insofar as collection of the excise tax from utility users. This will mean a $580,000 annual shot-in-the-arm for the city-owned system and was signed into law by Mayor H. M. Tollefson.

CHICAGO - For the sixth consecutive year, Chicago Transit Authority operating employees were involved in fewer than ten traffic passenger accidents per 100,000 miles operated. During 1966, CTA's traffic and passenger accident rate of 9.1 was 42 percent lower than in 1954 when intensive safety training activity began at CTA. Moreover, it was only 2.2 percent higher than the all-time low set in 1964. For the year, the rapid transit system had the lowest combined traffic and passenger accident frequency rate in CTA history. There were 1.64 accidents per 100,000 miles operated which was 2.4 percent below 1962.

WASHINGTON, D.C. - President Lyndon Johnson has asked the Congress to appropriate $230 million in funds, in advance, to finance the urban transportation programs of the U.S. Department of Housing and Urban Development through fiscal year 1969. In his budget message sent to Congress recently, the President noted that Congress already has appropriated $125 million for fiscal 1968 and the advance funding would enable communities to plan projects with assurance that Federal assistance will be available when needed.

TOLEDO, OHIO - The price of bus transfers will be raised to five cents from four cents, it has been announced by Community Traction Company, which provides transit service in Toledo, Ohio. General Manager W. Wallace Brown noted that the price of transfers was raised from one cent to two cents in 1961, to three cents in 1963 and to four cents in 1965. The franchise provides for an increase of a penny a transfer every two years until a maximum of five cents has been reached.

DETROIT - For the third successive month, Detroit's Department of Street Railways has operated at a profit, it has been announced by DSR General Manager Lucas S. Miel. "Overall in 1966, the DSR gained nine million new passengers, an average increase of 750,000 per month. This is our healthiest gain in 21 years and makes the DSR No. 1 in the United States for transit ridership, progress and growth."

PITTSBURGH - A major step in Port Authority Transit's modernization program has been taken here when modern new buses permanently replace obsolete streetcars on all East End lines. Since the latter part of last year, buses have been used on these routes on weekends only.

February, 1967

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

February 28, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: None

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Stack.

The minutes of the regular meeting of the Commission held February 7, 1967, were approved. Approval of the minutes of the regular meeting of February 14, 1967, was put over one week.

RESOLUTION NO.		On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolutions were adopted:
67-0144	H	Authorizing attendance at the California Municipal Utilities Association Annual Conference, Sacramento
67-0145	H	Revocable Permit to Pacific Telephone and Telegraph Company
67-0146	A	Authorizing bid call - Lease of Room 14-22 on Pier "G" at San Francisco International Airport, Rental credit $22,586.30
67-0147	A	Space Permit to American Airlines, Inc.
67-0148	A	Revoking Space Permit issued Airport Drayage Company, under Resolution 17,071, dated March 5, 1957
67-0149	A	Amending Space Permit issued Pacific Air Lines - under Resolution 65-0385, dated March 25, 1965
67-0150	A	Amending Space Permit issued Western Airlines, Inc., under Resolution 66-0563, dated July 12, 1966.
67-0151	A	Approving Travel Expense Voucher - John F.Meacham, $213.90 - 19th Annual Meeting of the Helicopter Association of America, in Palm Springs, January 15-18, 1967.
67-0152	W	Revocable Permit to San Mateo County
67-0153	W	Revocable Permit to City of Fremont
67-0154	W	Revocable Permit to San Mateo County

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0155 W Modification of Professional Services Contract re Land Management Study - Metcalf & Eddy and Wilsey & Ham, Joint Venture - debit $35,000

67-0156 W Approving write-off of uncollectible Consumers' Accounts Receivable - Water Department - month of January 1967

67-0157 W Approving cancellation of uncollectible damage claims - San Francisco Water Department

67-0158 W Approving collections for payment of damage claims - month of January 1967 - Water Department Revolving Fund

67-0159 M Completion of Contract No. MR 491--Overhead Construction for Temporary Detour - Eighteenth Street at Southern Embarcadero Freeway Extension $41,407.34, as modified

67-0160 M Approving payment of claims - month of January 1967 - Revolving Fund, Municipal Railway - $22,048.39

67-0161 M Approving compromises and collections of damage claims - month of January 1967 - Municipal Railway

67-0162 A Modification of Contract No. AD 471-- debit $315.00

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Stack, the following resolution was adopted:

67-0163 W Directing the General Manager of Public Utilities to proceed with negotiations to determine in cooperation with California State Colleges officials and San Mateo County representatives, whether a feasible program can be devised for the use of certain Peninsula Watershed lands in the vicinity of Edgewood Road by the Trustees of the California State Colleges for a new 4-year State College.

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Goldman, the following resolution was adopted:

67-0164 W

Authorizing the President of the Public Utilities Commission, the General Manager of Public Utiltiies and a Deputy City Attorney to proceed to Washington, D.C., to confer with federal government officials and agencies re Junipero Serra Freeway and other Public Utilities Commission matters.

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolution was adopted:

67-0144-MR

Approving payment of claims against the Municipal Railway - total amount $18,378.50

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Calendar Item AD-6, accepting the work as completed under professional services contract with Edward B. Page-Gould and Degenkolb, Architect-Engineers, was taken off calendar at the request of the General Manager of Public Utilities.

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Mr. Carr stated that Resolution No. 67-0155, modifying professional services agreement with Metcalf & Eddy and Wilsey & Ham, Joint Venture, in regard to Water Department land management study, extended the present agreement entered into in November, 1966, to include Water Department lands in Alameda and Santa Clara Counties, and rights-of-ways for a $35,000 maximum fee. The first half of the study covers review of the Water Department lands in San Mateo County for a maximum fee of $45,000. This complete study, $80,000, will include a review of recreational needs and the recreational potential of the Water Department lands in the three counties.

Commissioner Goldman asked what has been accomplished to date.

Arthur H. Frye,Jr., Water Department General Manager and Chief Engineer, explained the preliminary report has not been submitted yet. The final report is due in September. When the original estimate of

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$80,000 for the total study was submitted, the Commission decided to go ahead with the San Mateo County portion first, pending further investigation. They have decided now to go ahead with the balance of the study.

Commissioner Stack stated that in his opinion the conclusions will not be binding on the Commission.

Mr. Carr explained the aims: a master land use plan, with certain areas designed for agricultural use, as against recreational use, and maybe such as the Pleasanton Industrial Park.

He said he would like to come up with a land use plan thoroughly debated by the Commission. This Master Plan will then be the guide for the Water Department General Manager, and the Agricultural Division Manager, in negotiating and submitting proposals for use of the land.

In the meanwhile, Mr. Carr said he would follow the procedure followed for many years. Each individual proposal will be submitted and discussed before the Commission to determine if it appears to be consistent with the present policy for land use and watershed purposes.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

Mr. Carr called attention to Page 4 of the Water Department Monthly Report, and the remarks under the caption TOURS. Mr. Carr said that on practically no notice at all to this Commission the State Park Commission adopted a scenic park program recommedning an additional route right through the Crystal Springs Watershed. The Commission subsequently instructed Mr, Carr to inform the State Park Commission that it would oppose any such route but would favor a scenic highway on the western ridge where you could look to the ocean on one side and the Bay on the other.

Mr. Carr said on February 8 and 13, Mr. Frye and Mr. J.E. O'Marie of the Peninsula Division took State Park officials all through this area, as well as through watershed properties in Alameda. The State people had not previously been over these routes, and were highly impressed with this Commission's recommendation with regard to a scenic parkway route on the western ridge in the Crystal Springs Watershed.

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At this point, Commissioner White recognized San Mateo County Supervisor Robert St. Clair and Mayor Joseph E. Judge of San Carlos in the audience and granted them the privilege of the floor.

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Supervisor St. Clair said that on behalf of the County of San Mateo he and Mayor Judge would like to see the Public Utilities Commission adopt the resolution on the San Mateo-Santa Clara State College Site as a show of good faith between the County of San Mateo and the County of San Francisco. He pointed out San Mateo has gone on record adopting a resolution supporting the Public Utilities Commission in its proposed ridge route scenic route for the Junipero Serra Freeway. He said we think that this will certainly enhance the opportunity for the County of San Mateo to have the college site committee look with favor upon the Edgewood Hills site. We feel this would be of certain benefit to the County of San Mateo and promote friendlier relationships with San Francisco.

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Mayor Joseph E. Judge, of San Carlos, Chairman of the San Mateo County Council of Mayors, said he would like to read a resolution that was adopted on February 24th by the San Mateo County Council of Mayors.

Mayor Judge then read the following:

"RESOLUTION NO. 1967-1

"WHEREAS, the California Highway Commission is reconsidering the route of the Junipero Serra Freeway (Interstate Route 280) over that section of land in San Mateo County that is near the Crystal Springs Reservoir and is that four-mile section between Ralston Road near Belmont and the Southerly boundary of the property owned by the City and County of San Francisco near Edgewood Road, and,

"WHEREAS, the San Mateo County Board of Supervisors and many of the Cities of the County of San Mateo have recommended that the route be along the most Easterly boundary of the watershed property of the City and County of San Francisco

"NOW, THEN, IT IS HEREBY RESOLVED by the Council of Mayors of the Cities of the County of San Mateo that they recommend that the California State Highway Department realign that four-mile section of the proposed route of the extension of Junipero Serra Freeway so that such section be constructed along a route that is the most Easterly boundary of the watershed property of the City and County of San Francisco South of Ralston Road for the following reasons:

"1. That the said route will reduce the possibility of contamination and pollution of the water contained in the reservoir intended for human consumption.
2. That it will result in substantial financial savings in the cost and acquisition of the highway route.
3. It will permit a more desirable connection with Edgewood Road which will be the access road to the proposed new four year college site.
4. That this route will be more picturesque and scenic."

He continued saying that in their procedural bylaws adopted in December 1966 the Council of Mayors has listed among its purposes the promotion of a spirit of cooperation among the cities of San Mateo County. He added that might be expanded somewhat to include "cities and counties of San Mateo and San Francisco". He said he thought the Council's action undertaken last Friday night showed this to be the case.

Mayor Judge emphasized the fact that the Council of Mayors supported the Public Utilities Commission by their resolution in the Commis-

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sion's fight with the Division of Highways for the upper ridge route. He asked the Commission to cooperate with the County of San Mateo and the cities of San Mateo and make available the necessary acreage in order for San Mateo to get the college site.

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Commissioner White said the chair, in justification to the Public Utilities Commission and members who have served in previous years, must separate the two. He did not think this particular problem should be approached on the basis that if one is not done the other could not be done. To do so would put the City and County of San Francisco in an untenable position. He said the ridge route for the Junipero Serra Freeway can stand on its own and should stand on its own as a problem concerning San Mateo and San Francisco Counties because of, and merely because of, their joint interest in the watershed property. This watershed now and 20 or 30 years from now should be able to provide good clean water for both San Mateo and San Francisco County. The question of a college site on the property should be treated as a separate subject.

Commissioner White assured the San Mateo representatives that the Commission was not using the college site or its possibility as a black jack to obtain further consideration for the freeway route. Both questions must stand on their own. Commissioner White said the Commission was most serious in its determination to protect the water supply and to make available to San Mateo County, through negotiations, a college site.

At the request of Mr. Carr, Mr. Finn read the resolution before the Commission. For the purposes of discussion, Commissioner Rousseau moved adoption, and Commissioner Goldman seconded.

On large colored sketches, Mr. Carr pointed out and explained the area under discussion. In connection with the development of the college Mr. Carr was hopeful that the Water Department might develop new peninsula headquarters, including water quality laboratories. These would afford the students an opportunity to work in the City laboratories. Adoption of the roadway underpass would also permit the students to utilize the rest of the City land in connection with natural resources courses. He said discussions on possible golf courses have been withheld until settlement of the freeway question, also, the Kirkwood Memorial Grove. None of these has to be decided now.

Mr. Carr said if the resolution is passed, staff will proceed as fast as possible to negotiate for use of this property. City has mentioned both lease and sale. In the preliminary discussions with the state college people it may be necessary to have discussions re sale.

Commissioner Goldman had several questions to ask.

1.) Are there any reports anticipated from the Water Department land use consultants as to particular use of this land?

Carr said this was discussed with Wilsey & Ham as late as yesterday as to use of this property for a college site. They are in agreement that probably the best and highest use would be a college.

2.) Does anybody know of any lands presently occupied by State College system which are under lease?

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Mr. Carr said that he understood there was no property under lease by the State for college purposes. There was one piece of property down by San Diego where the Federal Government did enter into lease with the University of California for 99 years. This involved an Act of Congress that may not apply between city and state.

3.) How does the State College System determine where locations should be?

They have studied this whole area and the future probable population, said Mr. Carr. He understood they have six sites in this general area.

The State College Board of Trustees have a meeting scheduled for March 22. There is a great deal of pressure on the trustees to make a decision if at all possible by that date.

Commissioner Goldman said there was one question confusing to him--the potential of leasing,--which he thought might have practical values as such. He presumed the Commission might have a chance to discuss that further prior to the time of the deadline.

Mr. Carr said he would try to find out if it is possible for the State College to lease the proposed site.

Mr. Carr said the Director of Property will be really responsible under the City Charter for the final negotiations. He has been most cooperative with the Public Utilities Commission and the State College people.

Mr. Carr said he would get all the answers in a hurry, but he did not want to see the program delayed.

Commissioner Stack spoke of the necessity in negotiations to give consideration for appropriate buffer zones or offset zones, to assure water quality protection, and the necessity for proper drainage; and that some control conditions should be contained in the lease or sale documents.

Mr. Carr pointed out the proposed resolution states: "with such terms of an agreement necessary to protect water quality in the reservoir..."

Mr. Carr said before the Commission would be asked to approve any kind of an agreement, the State College would be asked to indicate in more detail the location of buildings, athletic fields, etc.

Commissioner Stack said, in order to make it clear now and no misunderstanding later, if it should be determined the land could not be leased but would have to be sold, the Commission's understanding is the consideration to be paid would be fair market value for the use to which it is to be developed.

Mr. Carr replied yes. He pointed out on a sketch, adjoining private land to be sold at fair market value under State law. He said sale of this would give the City an indication of what City property might be worth.

Commissioner Rousseau said he was more or less in favor of making an outright sale to the college, one reason being the elimination of taxes. Secondly, under a 100-year lease--colleges go on for many more years, so at the end of 100 years the City would not want to take the property back. If the State College desires to purchase it, he thought the Commission should go along with that desire.

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Commissioner Goldman stated the reason he was curious about the lease potential was that it would behoove the Commission to have some knowledge of the coordination of the program. Once the land is sold, unless there is some arrangement made, it is conceivable the college complex would be built without any consideration for the use City may have for the adjoining land, and possibly even without consideration as to the direction of the drainage flow. He said it probably would seem better to have buildings on the upper section drained to the east and athletic fields on the western side.

Mr. Carr said discussions have been held with the Water Department's consulting engineers with the suggestion that as much construction as possible be at a point where the drainage could be to the east.

The Commission thereupon unanimously adopted Resolution No. 67-0163.

On the matter of the Junipero Serra Freeway, Mr. Carr announced the California Highway Commission is holding a meeting in Sacramento at 10:30 A.M. on March 15, 1967, to discuss the freeway and hear City and County of San Francisco witnesses. It is extremely important that the Commission president and vice-president, and if possible all the commissioners be present at the meeting.

He said the consulting engineers are working on new cost estimates. They are revising as closely as they can the earth work, the cost of actual construction, the cost of drainage, the length of the dam for the drainage, what the drainage would be over a long-time period, the kind of pumping lines needed to carry off contents of over-turned chemical trucks near the water, etc.

The Federal Water Pollution Control Agency submitted their report reversing their position and approving the State's adopted route. It is unfortunate, Mr. Carr said, but as of yesterday our latest studies indicate their plan is based on erroneous assumption of the amount of water that would have to be carried off the watershed from the ridge route. City's report at the end of the week will have all that information calculated.

The Federal Water Pollution Control assumed that 102-acre feet of water per 24 hours, based on a 100-year type of storm, would have to be treated from the "ridge route", as compared to 66-acre feet in 24 hours from the State-advocated route. Mr. Carr said if properly designed, on the ridge route there may be no drainage that would have to be pumped and filtered from the freeway itself--and the maximum, even if runoff from fills must be treated, would be 46-acre feet per 24 hours as against 66-acre feet.

Mr. Carr expected to get this information to the Federal Water Pollution Control Agency and ask them to reconsider their position.

He said he was scheduled to meet tomorrow in Sacramento with Frank C. DiLuzio, Assistant Secretary for Water Quality, Department of the Interior, and explain that Interior's engineers were misled with erroneous information and as a result their findings are erroneous. Mr. Carr was hopeful this would have some bearing on the case.

Commissioner Stack stated that despite all the reversals from some agencies and state engineers, the Public Utilities Commission has not changed its attitude in policy one iota that the road should be built on the "ridge route". He asked inasmuch as the Federal Water Pollution Control Board has reversed its position and taken a position contrary to the interests of San Francisco in this freeway dispute, what position, if any, has the Department of the Interior, or

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Department of Commerce, taken, presuming it has any jurisdiction at this time over highways.

Mr. Carr said he understood that Mr. Lowell K. Bridwell, Federal Highway Administrator, Bureau of Public Roads, Department of Transportation is sending a letter to the City Attorney stating that if the situation prevails on water quality as indicated by the Federal Water Pollution Control Agency then he would not be able to support the ridge route on the basis of water quality. This is probably a fair position for him based on the information made available to him by the State.

Mr. Carr asked that a resolution be adopted authorizing the President of the Commission, the General Manager of Public Utilities, and a Deputy City Attorney to proceed to Washington next week to confer with Mr. Bridwell and others to determine what the Federal government's final position will be.

He said Commissioner White has been invited to go to Washington in connection with the Golden Eagle award. The Commission then adopted Resolution No. 67-0164 by a unanimous vote.

Commissioner Goldman asked, in regard to the support for the ridge route whether it has been determined if there is an offset through a filtering complex that would take care of drainage and runoff and what that cost would be, as a countering position.

Mr. Carr said yes. A meeting was held with the engineering consultants yesterday and they have the latest probable runoff based on the latest plan for earth work. The amount of runoff necessary to control depends upon the cuts and fills. Having that information now they are calculating what would be the capacity of the settling basins, and cost of plant function. The peak now is somewhere between 21 and 25 million gallons a day--then in addition, they will calculate the annual operating cost for the early construction period and later when settled, what the runoff would be.

Commissioner Goldman said this is something Mr. Carr could present to the State Highway Commission.

Mr. Carr replied he intended to at the Federal offices and the State Highway offices and they will have to accept the responsibility.

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Mr. Carr announced that Dale H. Fearn has been appointed to the newly-created position of Assistant General Manager for Planning and Development, Airport Department, and will commence work April 1, 1967.

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Commissioner White complimented Deputy City Attorney James B. Brasil for his participation in the Transportation Route Investigation CAB hearing held in Honolulu. The position as prepared by the City Attorney's Office--was a very intelligent, large presentation; and Commissioner White thanked him for the intelligent approach to all of the questions involved.

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Mr. Brasil gave a brief summary of the events in Honolulu. In order to keep his time schedule the CAB Examiner ordered that as many stipulations as possible be made. City was able to get stipulations to both San Francisco statements to be offered by Commissioner White and the Chamber of Commerce. All of San Francisco's exhibits went into the record, without any objection, deletions or amendments. San Francisco concluded its presentation with Mr. Carr on the stand. He was able to supplement his written testimony with additional remarks.

Mr. Brasil said one of the big things now that might affect San Francisco's presentation is the proposed bond issue.

Mr. Brasil continued saying "if the airport bond issue is passed in November, San Francisco will have a very strong argument. If it fails it will affect the Transpacific case in regard to San Francisco's position.

At the hearings commencing March 8, at that point all San Francisco can do is protect its record, its gateway status, and if any supplemental rebuttal is necessary all that can be done is what is necessary at that stage. The airlines will present their cases in Washington. Then perhaps City will have a better idea how this case is going to terminate.

Miss Marguerite Warren of 1746-32nd Avenue, San Francisco, inquired in view of the fact that Los Angeles and San Francisco have been said to be the only two communities on the West Coast who will be prepared to handle the larger aircraft when they are built, is San Francisco prepared with a standby airport in the general area in the event the airport is "socked in".

Mr. Carr answered by saying San Francisco and Los Angeles were definitely the cities that had programs vs plans. Others were moving ahead on plans but none were as far ahead. Oakland, San Jose and San Francisco have agreed that they will finance a regional airport study, and indicated that San Mateo County and others may want to join in on it. There is no regional study that could be made fast enough to meet the demands that will be present in less than three years at San Francisco. Beyond that, there is always on strictly emergency basis, Travis Field...it is thought Sacramento can handle 747's on its runways.

Commissioner Stack said as far as operational capacities of 747's and SST's are concerned, both are intended to land in 8500 feet. The answer is, any runway with 8500 feet will handle them. From a flight point of view there is no danger to them. Handling of baggage, passenger service, etc., is another thing.

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Roll Call:

Commissioner Stack commented on the happenings at last Friday's ABAG meeting.

He said this is of prime interest to this Commission, which is the only City Commission that holds extensive real property holdings outside of San Francisco's boundaries.

He said he had a copy of Supervisor Dorothy von Beroldingen's report to the Board of Supervisors on the action taken by ABAG at this meeting.

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Two motions were passed by ABAG.

One was in reference to direct election of representatives; that election be a one man-one vote basis. There was a motion to modify that. One half the members of the executive board to be elected by the regional populace, the other to be appointed; however, this modification failed to even get a second and was not considered.

The second, ABAG adopted a resolution authorizing condemnation of public property owned by any community, for any particular purpose that the ABAG group might determine as necessary. 48 cities voted in favor of condemnation, 6 against; 6 counties favored condemnation, one opposed it, San Francisco.

Commissioner Stack said his concern as a member of the Commission, was the fact that, as members they act as fiduciaries and trustees for the City and County of San Francisco of a utility empire which today has property holdings in San Mateo, Santa Clara, and Alameda Counties. These lands of the Hetch Hetchy power system, the Water Department and the airport which considering value of land plus value of improvements made since 1929, must be worth over a quarter of a billion dollars.

Every one of these facilities and all of this property which is owned by the citizens of San Francisco and paid for by them could possibly be subjected to the condemnation by ABAG. Funding would then be required to acquire these properties and they would have authority to levy tax assessments against San Francisco to pay again for facilities which it already owns and land it has already developed. Commissioner Stack said this leads him to question the motives and question the political nature of a regional government which seems thrust upon us in a hysterical fashion.

Commissioner Stack urged that the Commission ask staff, through the General Manager of Public Utilities and through the City Attorney's Office, to review all of the legalistics involved in these two actions by ABAG last Friday.

Commissioner Stack said he addressed himself to one man-one vote, which is essential if San Francisco is to be counted; and of prime concern is the condemnation matter.

He asked that the staff report back to the Commission at least before the next executive board meeting of ABAG, so the Public Utilities Commission can assist the Board of Supervisors and the Mayor in determining policy in this area.

Commissioner Stack commended Supervisor von Beroldingen for her excellent presentation.

Commissioner White, also said information should be included in the report as to who started ABAG, who is responsible for it, and how it is constituted.

Commissioner Rousseau moved the staff bring back the information as requested . Goldman seconded. The motion was carried unanimously.

THEREUPON THE MEETING ADJOURNED.

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PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. [illegible]

RESOLVED, That this Commission hereby authorizes two staff members of the Hetch Hetchy Water Supply, as designated by the General Manager of Public Utilities, to attend annual conference of the California Municipal Utilities Association to be held in Sacramento, California, on March 1-3, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, the General Manager of the Hetch Hetchy Project and Utilities Engineering Bureau of this Commission has recommended the granting of a certain revocable permit for crossing property under control of that department as hereinafter set forth;

THEREFORE BE IT RESOLVED, that the Public Utilities Commission of the City and County of San Francisco hereby approve the terms and conditions of said revocable permit and authorize the execution of the same as follows:

TO: The Pacific Telephone and Telegraph Company

PERMIT TO install, maintain and use a 16 pair buried telephone cable across Hetch Hetchy Water Supply Parcel No. 1001 (II), east of Delta-Mendota Canal crossing in Section 32, Township 3 South, Range 6 East, San Joaquin County California.

Fee of $50.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0146

RESOLVED, That this Commission approves that certain form of lease of Room 14-22 containing 2,630 square feet of unenclosed space in Pier "G" at the San Francisco International Airport, copies of which lease are on file with Commission's Secretary, the term of which lease shall commence and the effective date shall be when said Room is available for occupancy and the successful bidder for award of this lease has been notified in writing by the General Manager of the Airport and shall continue until August 31, 1969, and the Lessee of said Room shall have three (3) options to extend said term, each of the first two (2) extensions to be for periods of five years and the third extension being for a period commencing on the day following the last day of the second period and continuing until August 31, 1983, each of said extensions being subject to the terms and conditions of said lease, and the rental for the term commencing on said effective date and expiring on August 31, 1969, shall not be less than Six Dollars ($6.00) per square foot per annum, and the rentals for said extended periods shall be as negotiated by City and the Lessee in accordance with the terms of said lease, and said Lessee shall be allowed a rental credit of $22,586.30 for architectural and engineering fees and for reconstruction, construction and improvements made and to be made to the demised premises for capital improvements which shall vest in City upon completion and which shall adapt said premises to Lessee's requirements and for raising the quality of the existing premises to that now provided by City in the new piers at the Airport and Lessee's plans and specifications shall be subject to prior approval of this Commission and Lessee's work done shall be in accordance with the terms and conditions of said lease, and City shall allow said rental credits to Lessee by an annual reduction of Seventy per cent (70%) of the rental due City in consecutive annual rentals until Lessee has recouped said $22,586.30 and Lessee shall furnish said Manager with satisfactory evidence of its total expenditure and investment for said capital improvements; and be it further

RESOLVED: That the Director of Property is requested to invite bids for award of said lease.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: American Airlines, Inc.

Space: South Terminal Building, Ground Floor
Rooms G-2, G-2A, 314 Square Feet
@ $.50 per square foot = $157.00 per month

Monthly consideration: $157.00

Effective date: March 1, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission revokes effective February 28, 1967 that certain Airport Space or Use Permit issued to Airport Drayage Company under Resolution No. 17,071, adopted March 5, 1957, at a rental of $50.00 per month.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

James J. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby amends as of February 28, 1967 that certain Airport Space or Use Permit previously issued Pacific Air Lines, Inc. under authority of Resolution No. 65-0385, adopted May 25, 1965, to reflect the deletion of the following:

Area	Monthly Rental
Hangar 2	$ 942.96
Old Fire House	52.13
Paved-Infl. Storage Area	21.19
Paved - Park. Area	172.13
Paved - (Ex.Hangar 1) area	62.82
Improved (West-Hangar 2) area	12.95
20'x64' Butler Bldg. "as is"	28.69
	$ 1,291.07

(New amount of Permit - $2,138.03)

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby amends as of March 3, 1967, that certain Airport Space or Use Permit previously issued Western Airlines, Inc. under authority of Resolution No. 66-0563 adopted July 12, 1966 to reflect the deletion of Hangar 3 at a rental reduction of $807.27 per month.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves expenses in the amount of $213.90 incurred by John F. Meacham, Assistant General Manager, Operations and Maintenance, Airport Department, in connection with attendance at 19th Annual Meeting of the Helicopter Association of America held in Palm Springs, California, January 15-18, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: SAN MATEO COUNTY

Permit to extend two drain lines across the Hetch Hetchy Bay Division pipeline right of way as part of the Bay Road Improvement Project; said crossings being within Greenwood Drive and Iris Lane, Flood Park, San Mateo County. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: CITY OF FREMONT

Permit for temporary haul road within the northerly 35 feet of the Hetch Hetchy Bay Division pipeline right of way; said access extending southwesterly from Blacow Road a distance of approximately 250 feet. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0154

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: SAN MATEO COUNTY

Permit to occupy a portion of Hetch Hetchy Bay Division Pipeline right of way for the purpose of widening Marsh Road, as said roadway crosses the City's pipeline right of way, easterly of Redwood City, San Mateo County. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0155

RESOLVED, That this Commission hereby requests the Controller's certification of Debit Modification of contract with Metcalf and Eddy and Wilsey and Ham, Joint Venture, for professional services in regard to a Land Management Study.

This Modification of $35,000 maximum fee is necessary to provide that the study includes Water Department lands in Alameda and Santa Clara Counties, as well as San Mateo County. The study will also include Water Department owned right of ways.

The actual cost of this work will be based on the fee schedule set up in the contract.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0156

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, the Water Department General Manager, Chief Engineer, and the City Attorney, approves the write-off of uncollectible accounts received which are more than ninety days past due, month of January 1967, in the amount of $1,538.11, per San Francisco Water Department list of January 31, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission
at its meeting of FEBRUARY 28 1967

James J. Finn
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0157

RESOLVED, That on the recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer of the San Francisco Water Department, and the City Attorney, this Commission approves the cancellation of claims against debtors and the write-off of uncollectible accounts as follows:

Invoice No.	Name	D/O	Amount
1703	Francis Kenison Contracting Company	10/30/64	$ 44.09
S-1090	Thomas L. Kuvelas & Sons, Ltd.	6/ 2/65	91.50
			$135.59

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 28 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0158

RESOLVED, That this Commission hereby approves collections, month of January 1967, of claims for damages against miscellaneous debtors, San Francisco Water Department, in amount of $369.46, per list dated January 31, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0159

WHEREAS, By the terms of Municipal Railway Contract No. 491, Overhead Construction for Temporary Detour, Eighteenth Street at Southern Embarcadero Freeway Extension, the Contractor, Abbett Electric Corporation, was to have completed all work on or before January 22, 1966; and

WHEREAS, Contractor was unable to complete work until the State Freeway contractor had completed the new Mariposa Street overcrossing; and

WHEREAS, "...the prevention of a contractor from commencing or prosecuting the work because of the acts of others, ..." is an unavoidable delay as defined in File No. 13456, Ordinance No. 9484, Section 6.3 UNAVOIDABLE DELAYS, adopted by the Board of Supervisors January 16, 1956; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 352 calendar days to January 9, 1967, for which liquidated damages are hereby waived; and be it further

RESOLVED, That this Commission accepts the work as being satisfactorily completed in accordance with the contract documents, approves Modification of Contract in amount debit to the City of $ 90.34 and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $20,378.84.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0160

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16,527, adopted July 16, 1956, payment of claims in amount of $ 22,048.39, made by the Municipal Railway, month of January, 1967, per Revolving Fund Payment Requests Nos. 1708, 1716, 1733, 1734, 1742, 1745, 1751, 1752, 1755, 1757, 1764, 1765.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR 23 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0161

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, General Manager, Municipal Transit System, and the City Attorney, approves the compromise settlements of Municipal Railway damage claims, month of January 1967, as follows:

	Amount Billed	Compromise
Chrysler Leasing Corp.	$324.39	$265.59

and, be it further

RESOLVED, That this Commission approves collections, month of January 1967, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, amount $2,949.70.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0162

RESOLVED, That this Commission hereby requests the Controller's certification of debit Modification of Contract in amount of $ 315.00 under Airport Department Contract No. 471, South Terminal Baggage Facilities at San Francisco International Airport, Wilco Construction Company, Contractors, to provide funds to remove existing floor slab, revise ventilation duct layout and furnish and install one electric meter trough, all as set forth and described in Modification of Contract No. 1.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0163

WHEREAS, Representatives of the California State Colleges Board of Trustees have brought to the attention of the San Francisco Public Utilities Commission and pther City officials a proposal for a new State College in San Mateo County, and have indicated that one of the several sites under consideration is located on Edgewood Hills south of Edgewood Road and adjacent to the watershed property under the jurisdiction of this Commission, near the southeast end of Crystal Springs Reservoir; and

WHEREAS, The California State Colleges representatives have stated that the site would be feasible only if additional City-owned land could be added to the available private property, such land to be leased or purchased from watershed lands of the City and County of San Francisco; and that the matter is urgent; and

WHEREAS, The Junipero Serra Freeway route (Interstate Highway 280) would sever from the watershed property approximately 250 acres in that general location east of the freeway and south of Edgewood Road, thus divorcing this acreage from the watershed lands of Crystal Springs Reservoir, while the Ridge Route proposed by the San Francisco Public Utilities Commission would form a barrier against further encroachment; and

WHEREAS, The use of this City-owned property for College purposes would conform with the Utilities Commission policy that these lands, if developed consistent with protection of the water quality, should serve public and quasi-public purposes such as schools, churches, community structures, and particularly public recreation; and

WHEREAS, According to a preliminary discussion of plans, the use of these lands for State College purposes, assuming construction of the Ridge Route to guarantee the preservation of the area's scenic beauty and open space value, would also conform with the San Francisco Public Utilities Commission's policy to retain a maximum amount of open space for recreation purposes and preservation of scenic beauty; therefore, be it

RESOLVED, That the Public Utilities Commission on this 28th day of February, 1967, does hereby direct the General Manager of Public Utilities to proceed with negotiations to determine in cooperation with California State Colleges officials and San Mateo County representatives, whether a feasible program can be devised for the use of this property by the Trustees of the California State Colleges for a new 4-year State College; and be it

FURTHER RESOLVED, That the General Manager of Public Utilities inform the appropriate representatives of the California State Colleges Trustees that it is the intention of this Commission to cooperate with the Trustees toward the objective of establishing a college at this site by lease or purchase of watershed lands as determined in negotiations, with such terms of an agreement necessary to protect water quality in the reservoir, because the Public Utilities Commission of the City and County of San Francisco recognizes the importance of expanding California's college system to provide opportunities for the rapidly-growing number of young citizens in the State.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of FEBRUARY 28 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0164

RESOLVED, That this Commission does hereby authorize and direct a member of the Public Utilities Commission, the General Manager of Public Utilities, and a Deputy City Attorney to proceed to Washington, D. C., during the week of March 6, 1967, to confer with officials of the Departments of Interior, Commerce, and Transportation, as well as to confer with such other officials and agencies as are necessary with reference to the location of the Junipero Serra Freeway; and, be it further

RESOLVED, That the above-mentioned City and County officials are authorized and directed to confer with all necessary governmental officials relative to any other matters pertaining to the City and County of San Francisco, as are necessary; and be it further

RESOLVED, That the necessary expenses in connection therewith are hereby authorized and approved in the estimated amount of $1,500.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of February 28, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0144-MR

RESOLVED, That on recommendation of the General Manager of Public Utilities, The General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
SC Angie Stewart	October 7, 1966	$1,900.00
TC Letizia Frugoli	July 5, 1966	578.50
TC Louise H. Silva and Frank Silva	July 6, 1966	600.00
Litigated Settlements		
MC George Zolinsky, a minor, by and through his guardian ad litem, Antoine A. Zolinsky	December 6, 1963	7,500.00
TC Harry Loy	March 26, 1966	1,650.00 (of which $438.13 is P. D.)
TC Cecele E. Anderson	June 22, 1965	1,000.00
SC Ruth D. Grundtmann, aka Ruth Doryce Grundtmann and Preben L. Grundtmann	May 3, 1962	2,500.00 (of which $967.00 is P. D.)
MC Adaline LeClaire, aka Adaline E. LeClaire, aka Mrs. R. J. LeClaire	April 9, 1964	900.00
SC John Wilson	October 12, 1964	1,750.00
Appropriation No. 6.735.804.000		$18,378.50

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of February 28, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

MEMORANDUM

February 21, 1967

TO: James K. Carr

FROM: Arthur H. Frye, Jr.

SUBJECT: SAN FRANCISCO WATER DEPARTMENT
MONTHLY REPORT to the
GENERAL MANAGER OF PUBLIC UTILITIES

SAN FRANCISCO WATER DEPARTMENT

MONTHLY REPORT

TO THE

GENERAL MANAGER OF PUBLIC UTILITIES

February 28, 1967

STORM DAMAGES

Considerable damage occurred during the storm period of January 20 to 31, 1967. The Crystal Springs-San Andreas flume in San Mateo County was washed out in two places. In Alameda County the resulting intense runoff caused landslides and washouts across the Upper Alameda Diversion Dam Road and the Ranch Road back of San Antonio Reservoir.

The cost of restoration of facilities and turbidity control measures is estimated to be $100,000.

WATER QUALITY

To reduce turbidity levels a total of 1,099,000 pounds of liquid alum was used at San Andreas Creek Alum Plant during the period of heavy runoff from January 20 to the end of the month.

Despite the increase in turbidity, the bacteriological quality of Crystal Springs water remained good and no increase in chlorine dosage was necessary. San Andreas water, however, did require an increase in the chlorine dosage. The quality of treated water delivered to consumers remained within the bacteriological limits of the U. S. Public Health Drinking Water Standard; however, turbidity has exceeded the standards since January 22, 1967, although at this writing (February 20) turbidity readings are approaching the U. S. Drinking Water Standard.

Turbidity of the influent water from Calaveras Reservoir to Sunol Filtration Plant necessitated additional pre-treatment.

Sunol Filtration Plant was increased to its maximum operation rate of 74 million gallons per day due to shutdown of Hetch Hetchy Aqueduct to permit tunnel flushings at Kirkwood Powerhouse. During this period of shutdown the water in Coast Range Tunnel deteriorated due to infiltration of ground water. This water was discharged to waste to correct this condition.

During January, 43,500 feet of 3-inch through 12-inch diameter mains were flushed in the Stanford Heights pressure zone. Fifty-one gate valves from 4-inch to 12-inch diameter were inspected for needed service and nine blow-off valves were operated and checked during this main flushing operation.

In addition to the above, a total of 21 individual flushing operations were carried out. Nine were to correct dirty water conditions; all others were scheduled flushing operations to prevent the occurrence of dirty water conditions at locations known to be trouble spots.

WATER CONDITIONS

A 50-year storm of three days duration starting January 20 brought welcome heavy precipitations following six weeks of no significant rainfall at any of the ten gaging stations operated by the Water Department. Except for a one-day lull between two subsequent storms terminating January 31, the storm's total on local watershed ranged from 8.4 inches recorded at Calaveras to 16.8 inches recorded at Pilarcitos. At the end of January, precipitation for all rain gaging stations averaged 134% above normal for the season to date, varying from 149% at Calaveras to 120% at Upper Crystal Springs.

The total gain in storage in Calaveras, San Antonio and Peninsula Reservoirs during these eleven days was approximately 13,315 million gallons. The probability of local reservoirs filling on the assumption that normal precipitations will follow for the balance of the season stood at the following percentages:

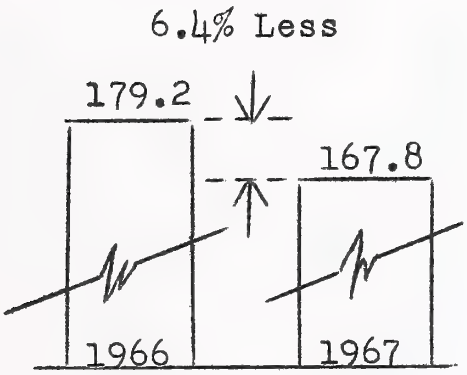
Calaveras	10% chance to fill
Crystal Springs*	37% " " "
San Andreas and Pilarcitos Combined*	30% " " "

*Without flashboards

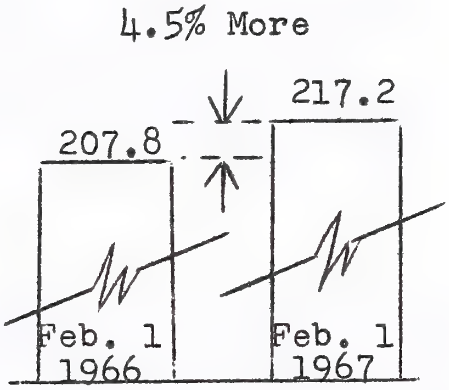
WATER CONDITIONS (continued)

GROSS CONSUMPTION OF WATER

Million Gallons Per Day Average



MONTH OF JANUARY

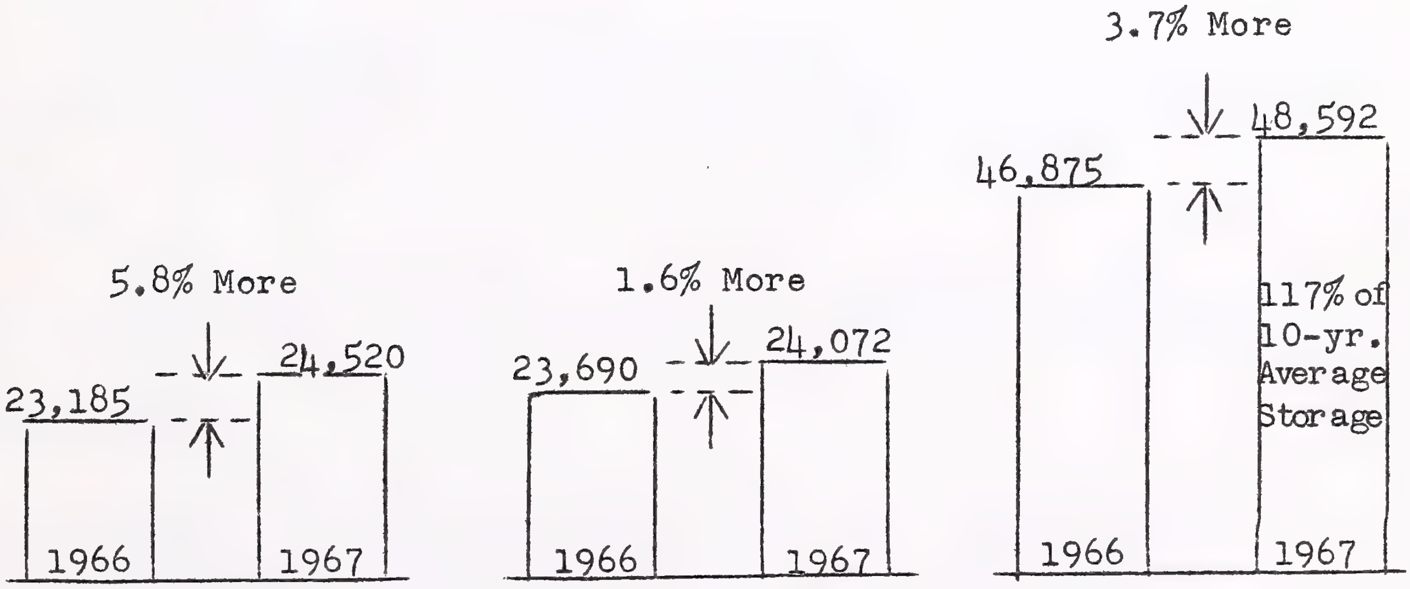


12 MONTHS PRECEDING

WATER STORED IN LOCAL RESERVOIR

ON FEBRUARY 20

MILLION GALLONS



CALAVERAS + PENINSULA (combined) = TOTAL

Water was transported from Hetch Hetchy sources at an average rate of 156.1 MGD during January, and the draft of Calaveras water through Sunol Valley Filtration Plant averaged 26.7 MGD.

TOURS

On February 13, Mr. Frye conducted Mr. Dolder, Deputy Director of the State Division of Parks and Recreation, over San Francisco watershed properties in Alameda and San Mateo Counties.

On February 8 Mr. O'Marie conducted Mr. Brace, Assistant Deputy Director of the State Division of Parks and Recreation, Mr. Mehlert, Assistant Superintendent of Technical Services, Division of Beaches and Parks, and Mr. Takaoka, Planner III, San Mateo County Planning Commission, over proposed scenic parkway route in Crystal Springs watershed.

JUNIPERO SERRA FREEWAY

Wilsey and Ham, as consultants on the routing of Junipero Serra Freeway, are reviewing the January 18th report of the State Division of Highways. State Highway Commission granted the City an extension of time from mid-February to March 15 to make its presentation against the wateredge routing of this freeway.

FINANCES

Collections for the month of January 1967 were $1,546,884 -- an increase of $317,932 over collections for January 1966. Collections for the first seven months of the fiscal year totaled $12,429,131 -- an increase of $820,662 for the corresponding period a year ago.

WASTE WATER SURVEY

Field work under the current agreement with Pitometer Associates is progressing satisfactorily on the sixth survey which is in the Sunset District. Several leaks with a loss of 48,000 gallons per day have already been detected and corrected.

CONTRACTS

Bid calls were authorized for three contracts, eight contracts were awarded, five contracts were certified, and two contracts were ready for advertising.

SERVICE RENEWALS

During the month of January, a total of 715 service pipes were renewed. On January 31, there were 6,804 renewal orders uncompleted. These include uncompleted service renewal orders issued on main replacement, street resurfacing projects and renewal contracts.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

March 7, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

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67-98

Call to Order: 2:00 p.m.

Present: Commissioners Thos. F. Stack, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Thomas P. White

Vice President Thos. P. Stack presided.

Pledge of Allegiance was led by Commissioner Goldman

The minutes of the regular meeting of the Commission held February 14, 1967 were approved.

RESOLUTION NO.

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolutions were adopted:

RESOLUTION NO.		
67-0165	H	Approving Traveling Expense Voucher - Rino Bei - $293.00 - trip to Dallas, Texas - February 5-9, 1967 - American Society of Civil Engineers
67-0166	H	Hetch Hetchy Project Departmental Request for Funds
67-0167	H	Traveling Expense Voucher - Stanley F. Davis - $467.65 - trip to Philadelphia, Pennsylvania - October 17-21, 1966 - American Society of Civil Engineers
67-0168	H	Traveling Expense Voucher - Robert E. Collins - $412.80 - trip to San Antonio, Texas - February 6-10, 1967 - Engineering and Operations Workshop and Seminar of the American Public Power Association
67-0169	A	Authorizing tenant work to modify the pneumatic system, Maintenance Base - United Air Lines - $40,000
67-0170	A	Permitting Pan American World Airways, Inc. to self insure up to $20,000 under Section 11, Plot 1-C lease
67-0171	A	Amending Space Permit issued American Airlines, Inc. under Resolution No. 66-0724, dated September 6, 1966
67-0172	A	Amending Space Permit issued Air California under Resolution 67-0018, dated January 10, 1967
67-0173	A	Approving execution of Supplemental Agreement No. 1 to Federal Aviation Agency lease dated June 27, 1955
67-0174	W	Bid Call: Contract No. WD 1288-- Laying of 6-Inch Cast Iron Mains in Wayland, Utah, Sawyer and Other Streets - Estimated cost, $46,783

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67-0174 (cont.) W Bid Call: Contract No. WD 1289--Relocation of 24-Inch Steel Main in San Jose Avenue between 26th and Army Streets - Estimated cost, $15,510

Contract No. WD 1294--Resurfacing Ravenswood Access Road (in San Mateo County) - Estimated cost, $8,560

67-0175 W Revocable Permit to Alameda County Flood Control and Water Conservation District

67-0176 W Revocable Permit to Ward L. Lyon

67-0177 W Revocable Permit to Charles D. Prokop

67-0178 W Approving Travel Expense Voucher - Robert M. Desky - $215.84 - trip to Los Angeles - December 15-22, 1966 - for depositions

67-0179 W Water Departmental Request for Funds

67-0180 W Approving payment of claims - Water Department Revolving Fund - month of February 1967 - $773.06

67-0181 M Approving payment of claims - Municipal Railway Revolving Fund - month of February 1967 - $20,022.67

Vote: Ayes-Commissioners Stack, Rousseau, Goldman, Kelly
Absent-Commissioner White

Commissioner Kelly was excused from the meeting - 2:30 p.m.

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolutions were adopted.

67-0182 A Approving estimated $600 expenses of City Attorney and/or Deputy City Attorney to attend CAB hearings in Washington, D.C. in Transpacific Route Investigation on or about March 8, 1967

67-0165-MR Approving payment of claims - Municipal Railway total amount, $13,433.74

Vote: Ayes-Commissioners Stack, Rousseau, Goldman
Absent-Commissioners White, Kelly

Commissioner Kelly returned - 2:35 p.m.

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolution was adopted:

67-0183	GO	Setting time of Public Utilities Commission regular March 21, 1967 meeting at 10:30 a.m. instead of 2:00 p.m.

Vote: Ayes-Commissioners Stack, Rousseau, Goldman, Kelly
Absent-Commissioner White

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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In connection with Resolution 67-0178, approving traveling expense voucher submitted by Deputy City Attorney Robert M. Desky, for taking part in depositions in water pipe anti-trust cases, City vs. United States Steel Corp., et al., the Commission asked Public Utilities Counsel William F. Bourne to report on the status of the case.

Mr. Bourne said it looks as if the matter of the settlement will be before the Commission shortly. The gross figure of settlement has been almost firmed up, and the City Attorney's Office is now working with the several defendants and plaintiffs fixing actual proportions and allocating the amount of the gross settlement in keeping with the respective purchases. They will be asking the Commission to settle for a considerable amount of money.

The City Attorney's Office is still working on the following categories:

aluminum conduit cable	(utilities)
accoustical ceiling	(not utilities)
floor covering	(not utilites)
chlorine	(utilities)

and are about to embark upon document investigation as a prelude to following up under Clayton Anti-Trust Act in the category of plumbing fixtures.

*****

In discussing Municipal Railway claim settlements, Commissioner Goldman asked about the self-insurance program and whether it has been reviewed to determine if it is the soundest method.

Mr. Bourne said this has been studied several times.

Prior to 1960 City had self-retention, with rather considerable premiums for surplus coverage over $37,500. In 1960 City went to complete self-retention, maintaining a separate fund for payment over $37,500 for a single accident, and a separate fund for mainte-

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nance of what had historically been for surplus coverage. Experience so far seems to be City has done better over the past few years with self-retention than when it was paying for surplus coverage.

The appropriation for Municipal Railway claims is about $1.2 million every year. The Municipal Railway Claims Division uses about $20,000 a month off the top for settlement of claims less than $500, which they handle; and the City Attorney's Office handles the rest. The $1.2 million was found to be sufficient the past year or two. Before that supplemental appropriations of $100,000 and $200,000 were necessary.

Commissioner Goldman asked Mr. Bourne if he was satisfied that it was better to handle these directly rather than through a third party.

Mr. Bourne says the experience the last few years indicates City has been saving some money with its complete self-insurance program.

Commissioner Stack said the City Attorney's Office affords a more dogged defense to these claims and in many instances a better prepared and expert trial so the ratio of judgments against the City has been a very minimum one. They settle those that should be settled and try those that should be tried. The Utilities cost plus the services of the City Attorney has been less than City would have had to pay Lloyds of London.

Responding to Commissioner Goldman's question, Mr. Bourne said eight lawyers put in full time on Muni claim work and there are another eight or ten who do claim work together with other Utility work.

Communications:

Mr. Finn read a card of thanks to the Public Utilities Commission from the widow of Phillip F. Landis, a former Commissioner.

*****

General Manager of Public Utilities Calendar Items:

Mr. Finn, Acting General Manager of Public Utilities, reported that in accordance with the resolution passed last week by the Commission, he, Mr. Dwyer, Mr. Frye, Mr. Rezos, and others met this morning with Harry Harmon who is in charge of land acquisition and facilities planning for the California State Colleges Board of Trustees. This afternoon Water Department engineers and some of Mr. Rezos staff are meeting with the representatives of the States General Services Division to work out some of the details for the Edgewood Hills College site. The purpose of this afternoon's meeting is to arrive at some of the restrictions required, and also a rough idea of the value of the 300 acres.

Mr. Harmon is hopful to have in the Commission's hands before March 21, a preliminary sketch of the proposed layout of the buildings on the property.

Commissioner Goldman asked what is being done to protect the periphial area of the campus to the benefit of the watershed area.

*****

Mr. Finn said these are the restrictions that are being worked on this afternoon. Messrs. Bardoff and Tracy are meeting with Mr. Loskay and the State representatives. The Water Department people under Mr. Frye, will be on top of this at all times.

Commissioner Stack said this will be subject to final recommendation by the Commission itself.

Mr. Finn said the statement was clearly made this morning that even if Mr. Harmon comes with the preliminary sketch and receives Commission approval the final plans as approved by the State Colleges Trustees must come back to the Commission for its approval. Whatever agreement is entered into--sale or lease--there will be some very strict restrictions to safeguard the watershed.

*****

Mr. Finn reported that H.C. Medbery, Assistant General Manager and Chief Engineer for the Water Department, is now president-elect for the 1967-68 term of the American Water Works Association.

Commissioner Stack and the entire Commission said this was not only an honor to Mr. Medbery but to the Water Department itself and wished him success.

*****

Mr. Finn reported that the Board of Supervisors yesterday adopted another resolution urging the State Highway Commission to give consideration to the Public Utilities Commission request and adopt the "ridge route" instead of the route proposed by the State Highway Division in connection with the Junipero Serra Freeway.

Commissioner Stack requested Mr. Finn to poll the Commissioners with regard to their attendance at the hearing in Sacramento on March 15, on this matter.

*****

Mr. Finn reported that Commissioners White and Goldman will be out of state on Tuesday, March 21; and that Commissioners Rousseau and Kelly will be in Palm Springs. Commissioners Rousseau and Kelly, however, offered to return to San Francisco for the meeting provided it was held in the morning.

Thereupon the Commission unanimously adopted Resolution No. 67-0183, setting the hour 10:30 A.M. instead of the regular 2:00 P.M. meeting time.

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George F. Hansen, Airport General Manager, made two additions to the Airport Monthly Report.

*****

1. Air California, in the first six weeks in operation, carried 17,587 passengers.

2. Canadian Pacific, in 30 days of operation carried 3,732 passengers

The performance of these two airlines was quite good and much better than anticipated.

*****

On the matter of automobile thefts, Mr. Hansen reported that there were 32 cars stolen in January at the Airport. This figure was reduced to 12 in February.

The San Mateo County Sheriff was had as many as 10 men at a time undertaking surveillance of the garage and parking areas. In the month of February, 20 people were arrested at the Airport and four off the Airport. The Sheriff reports he has broken up what is believed to be five gangs involved in these thefts.

Commissioner Stack asked Mr. Hansen to investigate reports of harrassment of servicemen by young ladies and other young men at the Airport in the lounge and other waiting areas, the basement baggage areas, etc. The Commissioner said he received reports of servicemen being rolled and losing money through flipping coins.

Mr. Hansen said he had no knowledge of this but would investigate. He said if this had occurred frequently it would have been brought to his attention.

*****

Commissioner Goldman asked about the bond issue time schedule.

Mr. Hansen said that staff was working on the bond issue and the deadline set forth in the official schedule of the Board of Supervisors would be met.

In reply to Commissioner Goldman's question relative to formation of a citizen's committee, Mr. Hansen said it was his understanding that Mr. Carr, Mr. Leonard and Mr. Trimble, the Mayor's Executive Secretary, were working on this.

Roll Call:

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED.

*****

James J. Finn

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0165

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$293.00 expenses of Rino Bei, Assistant General Manager, Hetch Hetchy Project, incurred on trip to Dallas, Texas, February 5-9, 1967, for attendance at American Society of Civil Engineers' Conference.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR 14 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0166

RESOLVED, That this Commission hereby requests the Controller's approval of Hetch Hetchy Project "Request for Funds", in amount of $2,000.00, to provide additional funds for Services of Utilities Engineering Bureau Appropriation No. 6.757.501.000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0167

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$467.65 expenses of Stanley F. Davis, Architect, Utilities Engineering Bureau, incurred on trip to Philadelphia, Pennsylvania, October 17-21, 1966, for attendance at the American Society of Civil Engineers' Conference.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0188

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$412.80 expenses of Robert E. Collins, Senior Electrical Engineer, Bureau of Light, Heat & Power, incurred on trip to San Antonio, Texas, February 6-10, 1967, for attendance regarding Engineering and Operations Workshop and Seminar of the American Public Power Association.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0169

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A," submitted by United Air Lines, whereby said Company, at its own and sole expense and without rental credit, will perform modifications and do all necessary and related work to the pneumatic system in the hangar and shop buildings at the United Air Lines Maintenance Base at San Francisco International Airport; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes the United Air Lines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MAR 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0170

WHEREAS, PAN AMERICAN WORLD AIRWAYS, INC., lessee at the San Francisco International Airport, under this Commission's Resolution No. 66-0171, adopted March 8, 1966, of Plot 1-C, has applied for permission to self-insure under Section 11 in respect to fire and extended coverage requirements contained in said leases, and has furnished this Commission with satisfactory evidence of its ability to self-insure;

NOW, THEREFORE, BE IT RESOLVED, That this Commission hereby approves the request of Pan American World Airways, Inc. to insure City, Commission and its members, and the officers, agents and employees of each, with equal protection as that required under the terms and conditions of Section 11 of the Plot 1-C lease in respect to fire and extended coverage, by its own self-insurance plan, up to the amount of $20,000.00 in lieu of furnishing City with the specified insurance coverage required by said leases, subject to the following conditions:

1. Commission reserves the right to rescind this Resolution and cancel the right conferred hereby at any time during the term of said leases, at its absolute discretion, and to require said lessee to furnish it with the said insurance as requested by said sections.

2. That Pan American World Airways, Inc. furnish to this Commission forthwith in writing its acceptance of the privilege contained herein, and its commitment to self-insure City and its Commission as required hereby.

3. The permission to self-insure up to the sum of $20,000.00 does not in any way affect the requirements under the conditions of the leases for additional insurance.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 7 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0171

RESOLVED, That this Commission approves amending effective on a date as determined by Airport General Manager that certain Airport Space or Use Permit issued to American Airlines, Inc. under Resolution No. 66-0724, adopted September 6, 1966, in order to reflect the deletion of Room 49.1, Ground Floor, Pier E at a rental reduction of $107.00 per month.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0172

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Air California

Space: Central Terminal Building

	Upper Level		
	Room 102B.1a	276 sq.ft.	
	" 145	240	
		516 sq.ft. @$1.00 -	$516.00 month
	Room 128.1b	92 sq.ft. @$1.00	92.00 "
	Lower Level Rooms 3B, 5B, South Concourse	1,360 sq.ft.@.50	680.00
	Pier E, Lower Level Room 51 (Gate 44)	960 sq.ft. @.50	480.00
(New)	" 49.1	214 sq.ft. @.50	107.00
	Plot 17 - Paved Area		
	1 Aircraft Position adjacent to seawall	23,000 sq.ft.@.00625	143.75
	Plot 17 - Bldg. C-01 Room 112	486 sq.ft. @.10	48.60
			$2,067.35

Monthly Consideration: $2,067.35

Effective Date: As determined by Airport General Manager

BE IT FURTHER RESOLVED, That this Commission hereby terminates as of the effective date set forth above that certain Airport Space or Use Permit previously issued to the above permittee under authority of Resolution No.67-0018 adopted January 10, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0173

RESOLVED, That this Commission approves the terms and conditions of, and authorizes the General Manager of Public Utilities to execute, Supplemental Agreement Number One to Federal Aviation Agency Lease No. C4ca-3427-A, issued through Public Utilities Commission Resolution No. 15,534, adopted June 27, 1955, which Supplemental Agreement Number One amends Article 2 of the lease pertaining to premises leased to the government.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0174

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

WD Contract No. 1288--Laying of 6-Inch Cast Iron Mains in Wayland, Utah, Sawyer and Other Streets

WD Contract No. 1289--Relocation of 24-Inch Steel Main in San Jose Avenue Between 26th and Army Streets

WD Contract No. 1294--Resurfacing Ravenswood Access Road (in San Mateo County)

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0175

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: Alameda County Flood Control and Water Conservation District

Permit to place and maintain an underground storm drainage line within the northwesterly 3 feet of the Newark-San Lorenzo pipeline right of way; said 3 foot strip extending southwesterly a distance of 235.31 feet from the southwesterly line of Hesperian Boulevard, San Lorenzo, Alameda County. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0176

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: WARD L. LYON

Permit to occupy for gardening purposes a portion of Hetch Hetchy Bay Division pipeline right of way; said portion being 40 feet in depth opposite Lot 43, Block 1, Tract No. 1750, City of Fremont, Alameda County. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0177

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: CHARLES D. PROKOP

Permit to occupy for gardening purposes a portion of Bay Division Pipeline No. 3 right of way, said portion being opposite Lot 3, Block 1, Tract No. 2297, City of Fremont. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0178

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$215.84 expenses of Robert M. Desky, incurred on trip to Los Angeles December 14-22, 1966 for participation in depositions in City & County vs. United States Steel Corp. et al., United States District Court, No. Dist. Cal., No. 43729.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 1967

James J. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0179

RESOLVED, That this Commission hereby requests the Controller's approval of San Francisco Water Department "Request for Funds", in the amount of $8,455.00, to provide additional funds for Health Service System, Appropriation #6.699.865.001.000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0180

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16527, adopted July 16, 1956, payment of claims in the amount of $773.06, made by the San Francisco Water Department, month of February, 1967, per Revolving Fund Voucher No. 2596.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0181

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16,527, adopted July 16, 1956, payment of claims in amount of $20,022.67, made by the Municipal Railway, month of February 1967, per Revolving Fund Payment Requests Nos. 1788, 1789, 1806, 1807, 1808, 1814, 1819 and 1820.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of ____________________

____
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0182

RESOLVED, That this Commission approves in the estimated amount of $600.00 expenses of the City Attorney and/or Deputy City Attorney to attend hearings before the Civil Aeronautics Board at Washington, D. C., on or about March 8, 1967, in the matter of the Transpacific Route Investigation proceedings, Docket No. 16242.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of March [illegible] 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0183

RESOLVED, That Resolution No. 16,931, adopted January 14, 1957, setting forth official time and place of meeting of the Public Utilities Commission, be and the same is hereby amended as follows:

> The time of the regular meeting of Tuesday, March 21, 1967, is hereby advanced to commence at 10:30 a.m. of said day in lieu of 2:00 p.m.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 7 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0165-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, The General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
CC Manhattan Fire and Marine Insurance Company and William Paul	October 8, 1966	$ 558.74
CC Bill J. Paul	October 8, 1966	1,975.00
TC Jessie O. Farrow	September 16, 1966	600.00
MC Berta Ramos	October 4, 1966	2,900.00
Litigated Settlements		
MC Virginia Allen	May 28, 1965	650.00
CC Marc Anthony Avis aka Marc A. Avis and Aetna Casualty & Surety Co.	June 16, 1964	6,000.00
MC Carolyn J. Walker	December 28, 1965	750.00
Appropriation No.	6.735.804.000	$13,433.74

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 7, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

AIRPORT DEPARTMENT
SAN FRANCISCO INTERNATIONAL AIRPORT

TO: Mr. James K. Carr
General Manager of Public Utilities

March 7, 1967

FROM: George F. Hansen, General Manager

SUBJECT: Monthly Report, Airport Department

HIGHLIGHTS OF FEBRUARY ACTIVITIES

Traffic Summary (January) :

Air travelers through San Francisco International Airport during January totaled 903,771, an increase of 15 per cent over the corresponding month of 1966, and more than double the figure for January of 1962, just five years ago.

For the first seven months of the current fiscal year, the passenger volume was 6,367,906, a gain of 10 per cent over the corresponding 1965-66 period. However, it should be pointed out that the 43-day strike of four domestic trunklines which operate from San Francisco International Airport, substantially cut the 7-month increase, which would have been well in excess of 15 per cent.

Shipments of U.S. Mail by Air for January totaled 16,087,450 pounds, a gain of 39.4 per cent; air express was up 16 per cent to 1,291,762 pounds, and air freight volume increased 27.9 per cent to 33,768,305 pounds.

Aircraft movements - landings and take-offs - numbered 24,787 as follows: scheduled air carrier, 21,017; military, 404, and non-scheduled carrier and itinerant or locally-based private and/or corporate aircraft, 3,368.

New PUC Members Visit SFIA

Joseph I. Kelly and Richard N. Goldman, new members of the Public Utilities Commission, visited the Airport and were briefed by the General Manager on current operational procedures and plans for future expansion and development.

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Airport Access

Improved access to San Francisco International Airport was the topic of a meeting attended by Airport and UEB staff members and representatives of airline tenants, the State Division of Highways and officials of San Mateo County.

Garage Signs

Airport and UEB staff members conferred on improved signing within the garage.

Inspection Visits

Representatives of other airports visiting San Francisco International Airport on inspection tours included: Eulogio Y. Tablante Jr., manager of the Manila (Philippines) International Airport; Allan Moses, consulting architect for the Seattle-Tacoma International Airport, and Prof. Ken-ichi Masui of the Keio University, Tokyo and A.I.R. Jamieson, Airport Manager, Christchurch, New Zealand.

V.I.P.'s

Full Airport courtesies were extended at the arrival and subsequent departure of the King and Queen of Tonga.

SFIA Fact Sheet

Economic data questionnaires were mailed to all Airport tenants. Information obtained will be utilized in the production of a new Airport Fact Sheet and also is expected to prove to be of value in the airport bond promotion campaign this summer.

School Art

Permission has been granted to the Burlingame School District for a display of art works by elementary school students for approximately 30 days beginning March 19.

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Talks on SFIA

San Francisco International Airport operations and plans for the future were given by staff members to the following: Daly City-Colma Lions Club luncheon-meeting with an attendance of approximately 35 members; a dinner meeting of American Society of Travel Agents attended by some 120 members, and the Rialto Post, American Legion, luncheon at which nearly 40 members were present.

DC-8 Super 61

On February 28, United Air Lines inaugurated scheduled service between Los Angeles and Honolulu with DC-8 Super 61 stretched jetliners. The first flight from San Francisco to Honolulu is scheduled for the last week in April.

JAL World Service

On February 23, the Airport General Manager attended a reception hosted by the president of Japan Air Lines in recognition of its inauguration of around the world service.

PAA Directors at SFIA

On February 10, the Board of Directors of Pan American World Airways made a brief stop-over at San Francisco International Airport en route to the South Pacific. During their stay, the General Manager made a presentation on future plans for expansion and development of San Francisco International Airport.

3-7-67

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CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

March 14, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President
Thos. F. Stack, Vice President
Oliver M. Rousseau
Richard N. Goldman
Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Thos. F. Stack

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Rousseau.

The Minutes of the regular meeting of the Commission held February 21, 1967, were approved.

RESOLUTION NO.		On motion of Commissioner Rousseau, seconded by Commissioner Kelly, the following resolutions were adopted:
67-0184		Bid Call: Contract No. WD 1305-- Installation of Emergency Standby Generator at Corporation Yard - Estimated cost, $12,345 Contract No. HHWS 387--Repaving Cherry Access Road, Cherry River Bridge to Cherry Dam - Estimated cost - $150,000
67-0185	H	Completion of Contract No. HHWS 375--Construction of Concrete Encasements at Three Road Crossings in the San Joaquin Division of the Hetch Hetchy Aqueduct - $122,732.52, as modified
67-0186	H	Revocable Permit to Pacific Gas and Electric Company
67-0187	H	Approving collections and transfer of damage claims by Bureau of Light, Heat & Power - month of February 1967
67-0188	H	Authorizing attendance at 16th Annual Motor Vehicle Maintenance Conference - March 20-23, 1967, University of Washington - Seattle, Washington
67-0189	A	Award of Contract No. AD 467R--Replacement of Effluent Pipes at Sewage Treatment Plant at San Francisco International Airport - Lowrie Paving Company, Inc. - $6,785.00

Vote: Ayes-Commissioners White, Rousseau, Goldman, Kelly
Absent-Commissioner Stack

On motion of Commissioner Goldman, seconded by Commissioner Rousseau, the following resolutions were adopted:

67-0190	A	Waiving collection of 25¢ minimum garage parking fee when driver has been in garage for seven or less minutes and on exiting makes complaint that entry was in error.
67-0191	A	Authorizing Interstate Hosts to close the Central Terminal Coffee Shop for kitchen repairs - March 15, 1967
67-0192	A	Space Permit to Western Airlines, Inc.
67-0193	A	Amending Space Permit issued to Pacific Air Lines under Resolution 66-0412, dated May 24, 1966
67-0194	A	Amending Space Permit to United Air Lines, Inc. under Resolution 66-0911, dated November 22, 1966
67-0195	W	Awarding of Contract No. WD 1283--Excavation and Repaving for Water Service Renewals - Associated Pipe Line, Inc., South San Francisco - $46,115.00
67-0196	W	Revocable Permit to Pacific Gas and Electric Company
67-0197	W	Revocable Permit to State of California Division of Highways
67-0198	W	Approval Travel Expense Voucher - Arthur H. Frye, Jr. - $108.00 - trip to Sacramento - February 28 to March 3, 1967 - 35th Annual Conference of the California Municipal Utilities Association
67-0199	W	Modification of Contract No. WD 1190--Construction of Crystal Springs Bypass Tunnel and Appurtenant Works - Gates & Fox Company, Inc., Gordon H. Ball Enterprises, and Granite Construction Company - $86,539.00 debit
67-0200	W	Approving Travel Expense Voucher - Robert M. Desky $245.85 - trips to Los Angeles - January 8-11,1967 and January 17-20, 1967, for depositions - water pipe anti-trust cases.
67-0201	W	Professional Services Agreement - Daniel, Mann, Johnson and Mendenhall, consultants - Water Supply Studies, Suburban Corporation Yard Studies, and a Program of Improvements and Replacements - $165,000
67-0202	M	Award of Contract No. MR 507--Cable Car Drift Curve, Washington and Mason Streets - Arntz Construction Company - $18,350.00

Vote: Ayes-Commissioners White, Rousseau,
Goldman, Kelly
Absent-Commissioner Stack

Commissioner Rousseau was excused from the meeting - 3:30 p.m.

On motion of Commissioner Kelly, seconded by Commissioner Goldman, the following resolutions were adopted:

67-0203	M	Bid Call: Contract No. MR 520--Exterior and Interior Painting - Forest Hill Station Building - Estimated cost, $13,000 Contract No. MR 521--Sandblasting, Waterproofing and Painting - Washington-Mason Cable Car Barn Estimated cost, $15,000
67-0204	M	Approving new Municipal Railway emblem and requesting the City Attorney to take necessary steps to copyright
67-0205	W	Extension of Neighborhood Youth Corps Program through April 30, 1967
67-0206	M	Approving compromise settlement and collections of damage claims - Municipal Railway - month of February 1967
67-0207	A	Award of Lease of Plot 11-A-- Pacific Air Lines, Inc., at the rate of $2750 per acre per annum commencing on date of confirmation of award and ending on June 30, 1976; and, at the rate of $3450 per acre per annum commencing on July 1, 1976 and ending on June 30, 1986
67-0208	A	Terminating Space Permit - Lawrence A. Johnson, dba California's Finest - under Resolution No. 66-0349, dated May 3, 1966
67-0209	A	Notice of default - Mercury International Sales and Service Company
67-0210	GO	Rescinding Resolution No. 67-0183 adopted March 7, 1967, which advanced hour of March 21, 1967 Commission meeting.
67-0184-MR		Approving payment of claims against the Municipal Railway - total amount $9,037.88

Vote: Ayes-Commissioners White, Goldman, Kelly,
Absent-Commissioners Stack, Rousseau

Copies of the above-adopted resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Mr. James K. Carr, General Manager of Public Utilities gave a brief report on the present status of the Junipero Serra Freeway. He then called on Mr. Norman B. Hansen, Vice-President, Wilsey and Ham consultants, to present a report dated March 13, 1967, covering additional engineering investigation and recommendations concerning the proposed routing of a section of Interstate Highway 280 (Junipero Serra Freeway) through the San Francisco Public Utilities Commission watershed lands in San Mateo County south of Ralston Avenue.

Mr. Hansen showed drawings of the refined "Ridge Route" recommended and preferred by the Public Utilities Commission.

Mr. Hansen explained that the Wilsey and Ham studies indicate that when all costs are considered, together with certain concessions proposed by the Public Utilities Commission, the cost of the modified adopted route of the Highway Commission exceeds that of the refined Ridge Route by approximately $634,000.

He continued saying that his company's studies indicate that if the Ridge Route were adopted, it is possible to divert all drainage from the watershed area thus greatly reducing the possibility of reservoir contamination.

He also pointed out that construction of the route as proposed by the State would limit the capacity of the Crystal Springs Reservoir and severely decrease the usability of the watershed lands for possible recreational use.

Mr. Hansen also noted that according to information obtained from the Director of Property of San Francisco the State realized a savings of approximately $38,000,000 in right-of-way costs by locating the freeway on lands of the City and County of San Francisco rather than on privately-owned lands.

Following Mr. Hansen's presentation, the Commission asked several pertinent questions, then Commissioner White said the matter stands submitted and the assumption would be that the matter discussed would be presented to the State Highway Commission at its meeting to be held tomorrow, March 15, in Sacramento.

*****

In reference to Resolution No. 67-0190, the proposed resolution as presented originally instructed the garage lessee to waive collection on cars which had been in the garage for ten minutes or less. Mr. Finn read an amended resolution, setting the period of time at seven or less minutes, and authorizing the waiving of collection of the parking fee of 25¢ when the driver, on exiting, makes complaint that entry was in error.

Mr. Hansen explained the intent of this was to take care of those drivers who had inadvertently entered the garage and complained that they had done so. The average experience has been 200 of these incidents a month; only about $50.00 gross revenue.

Mr. Carr said this is a service to the public. Only one third of the garage has been built; when the garage is finished, it will be clearly marked and so constructed that erroneous entry will not occur.

*****

Discussing approval of Resolution No. 67-0200, Robert Desky's travel expense voucher, Commissioner White complimented Mr. Desky on his representation of San Francisco in these anti-trust cases.

*****

Mr. Carr called upon Water Department General Manager, Arthur H. Frye, Jr., to explain Resolution No. 67-0201--agreement with Daniel, Mann, Johnson and Mendenhall, consultants, for professional services relating to water supply studies, suburban corporation yard studies, and a program of improvements and replacements.

Mr. Frye said this was the last phase of the $275,000 authorization for Water Department special studies towards developing a master plan for the water department system and its operation.

This contract encompasses a study of the water service demands for the future, and how they will be met. It includes study of storage capacities, yards, pumping facilities--the whole system, and a capital improvement program to meet the needs of the future.

Mr. Frye said this system improvement study may lead to a bond issue to meet the demands of the future.

Commissioner Goldman asked if the total study will include such things as future highway plans?

Mr. Frye said out of these studies--the land use and management program, the master plan for rehabilitation and modernization of the water department, and future water requirements and available sources --the department will have information on the land use of adjacent areas and will be able to pin point anything the highway has in mind over the next 10 to 15 years. Mr. Frye said we know we will have to go to water treatment and this will be included in the program. Also, later on they will come back to the Commission for a rate study.

Commissioner Goldman asked about the reliability of the firm.

Mr. Carr said the firm is very reliable, and they have picked two of the outstanding people in the country to assist them--Malcolm Vearney of New York and Pitometer Associates. Mr. Frye and his staff interviewed a great number of firms with various capabilities. After review it was decided better to hire one large firm and have them subcontract with specialists.

Commissioner Goldman said he presumed that the Commission anticipated not only getting value received but, in investing $165,000, expected to be guided by the findings and that the report will not end up in the archives.

Mr. Frye said he could assure the Commission the study would be brought before the Commission and was confident that all of it could be recommended.

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In regard to Resolution No. 67-0202--award of Contract No. MR 507--cable car drift curve, Oral L. Moore, General Manager, Utilities Engineering Bureau, explained the difference between the department estimate of $12,000 and the award amount of $18,350. The difference was that the initial estimate included one week's shutdown of the cable car operation. It was subsequently determined the shutdown should be limited to one weekend. The additional costs of overtime increased the contractor's price.

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Commissioner Goldman, with reference to inclusion of penalty clauses contracts, said he was not so much interested in collection of penalties as he was interested in the contract being completed in the designated time.

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In discussing the sandblasting and painting of the Washington-Mason Cable Car Barn, under Municipal Railway Contract 521, Mr. Carr brought the Commissioners up to date on the progress of the cable car barn improvements, with the aid of colored sketches and diagrams, and the plans for the cable car barn museum.

He said he was also working on the possiblity of a special transfer to be used for the purpose of visiting the cable car barn and kept as a souvenir.

The Commission unanimously adopted Resolution No. 67-0204, approving as the official emblem of the cable car the gold lettering on maroon background emblem as presented by Mr. Carr. This, with the particular lettering and the colors, will be used in different sizes throughout the cable car barn and system, and is to be copyrighted by the City and County of San Francisco.

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In the matter of the extension of the Neighborhood Youth Corps Program, Resolution No. 67-0205, Mr. Finn said this was to provide for extension through the month of April, and that Joseph A. Rock, the Project Director for the Utilities Commission, is in the midst of preparing another program to commence May 1.

Public Relations Bureau Director, James H. Leonard, explained the Public Utilities Commission Neighborhood Youth Corps project at Hunters Point Naval Shipyard, where 25 young men between the ages of 18 and 21 were engaged in an on-the-job training program in a machine shop set up to train the youths. Thus far 14 of the 25 have qualified as machinist helpers, capable of holding down full-time jobs at $2.87 per hour.

The Commission commended Mr. Rock for the excellent work being done on this program, and questioned him in greater detail on the various phases of the Neighborhood Youth Corps program.

Mr. Carr said the Washington D.C. office recognizes the San Francisco program as one of the most outstanding in the country, and has requested to be kept up to date on the latest developments.

Mr. Rock thanked the Commission and invited them to the "graduation" ceremony of the 14 youths at the Hunters Point Naval Shipyard on Thursday, March 16.

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With regard to the termination of the California's finest airport space permit, for the display, promotion and sale of California

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agricultural projects, Resolution No. 67-0208, Mr. Carr said he would still like to see this type of operation at the airport. It may be necessary to make some adjustment in location to afford better exposure. Commissioner White suggested it is possible that signs will be necessary, indicating to the public these types of services and goods are available.

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Communications:

Mr. Carr stated a communication had just been received from William B. Schreeder, Southwest Regional Director, of the Federal Water Pollution Control Administration, in San Francisco, dated March 14, in which it says more or less that they will study the Junipero Serra Freeway situation. They very specifically said that the ridge route was not satisfactory from a water pollution standpoint and quite positively before the State Highway Commission a month ago. It may be that the Regional Office is just having difficulty turning itself around. Mr. Carr said he will check on it and attempt to get a more positive answer.

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General Manager of Public Utilities Calendar Items:

Mr. Carr requested Commissioner White to report on the Golden Eagle Award ceremony in Washington, D.C.

Commissioner White said this Award was presented to the Public Utilities Commission by the Secretary of the Interior, Stewart L. Udall, and it was quite an elaborate ceremony. Twelve groups throughout the United States were honored for their assistance and participation in the Golden Eagle Plan. Two are on the Pacific Coast. One, the Pacific Telephone and Telegraph Company; the other, the San Francisco Water Department, for the inclusion of informative material on the pl with the mailing of the water bills. Commissioner White handed Mr. Frye the plaque for proper display in the Water Department.

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Commissioner White commented on the CAB hearing on the Transpacific Route Case, being conducted in Washington, D.C. at which Deputy City Attorney James Brazil is representing San Francisco. He emphasized the necessity of having a San Francisco representative in Washington, D.C. present during the progress of this CAB hearing to protect the position of San Francisco and to prevent erroneous testimony being admitted into the records adverse to City's position. He pointed out that when the airlines start entering their briefs, the importance of a San Francisco representative being there to enter objections when and if it becomes necessary is something that must not be overlooked.

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Airport Department Manager, George F. Hansen, reported on the progress of the formation of the San Bruno Flood Control District.

Last November the Board of Supervisors of San Mateo County adopted a resolution of intent to create the San Bruno Flood Control District for the purpose of draining flood waters off into the Bay. Airport staff has had meetings with the San Mateo County officials and communities involved, and out of this has come agreement to form this flood control district which would comprise an overall zone divided into three subzones:

1.) Certain airport properties.
2.) San Bruno and some business in South San Francisco.
3.) Pacifica and some unincorporated areas on which is located our County Jail, and part of Millbrae.

It was agreed subzones one and two would each pay for the cost of constructing facilities in their respective subzones. In San Francisco's case it is estimated to be some $370,000 and this will be covered in the next budget.

Operating costs would run about $15,000 a year and it was agreed San Bruno and Airport would share equally.

In order to put in operation, the San Mateo County Board of Supervisors first must adopt a resolution actually forming the flood control district.

San Bruno will pay its share by floating a general obligation bond issue. The cost of operation will be covered by a joint powers agreement. Mr. Hansen said he would keep the Commission informed of progress in this area.

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Mr. Carr said tentative plans are for the Robert C. Kirkwood Powerhouse dedication to be held early in May. At the same time ceremonies renaming the Canyon Powerhouse to the Dion R. Holm Powerhouse will be held.

The Kirkwood powerhouse is starting its first run this month, following which there will be a check on the generator and turbine efficiency the first part of April.

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On the matter of the proposed inspection of major airports in United States and Canada for the purpose of obtaining planning and design information, Mr. Carr mentioned the Houston, Toronto, Detroit, New York and Washington airports. A schedule is being worked out by Mr. Hansen. The tour would probably begin the week of April 9.

Commissioner White said it would be very desirable if some of the Commissioners could survey even some of the selected airports. He further recommended that the General Manager of Public Utilities contact the editors of the San Francisco papers and request designation of a staff member to accompany the Commission in order to keep everyone fully informed.

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Mr. Carr reported progress on several airport matters:

1.) Brightening up the terminal complex by painting the benches different colors.

2.) Improving the lighting in the arrival area on the lower level of the terminal.

3.) Modifying the exterior of the garage at the ground level to discourage people from crossing the roadway, thus eliminating a pedestrian hazard.

4.) Heliport-Airport staff is working with the Port Authority on final drafts of the documents involved.

5.) Airport bond issue--$98,000,000. Investigating to determine if that amount can be reduced in any way by the non-profit financing. He promised the answer to this problem in a week or two.

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Roll Call:

All Commissioners passed.

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THEREUPON THE MEETING ADJOURNED. James K Finn

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PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0181

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

HHWS Contract No. 387--Repaving Cherry Access Road, Cherry River Bridge to Cherry Dam

WD Contract No. 1306---Installation of Emergency Standby Generator at Corporation Yard

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0185

RESOLVED, That this Commission accepts the work as satisfactorily completed and approves Modification of Contract in amount credit to the City of $ 5,882.48 and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $ 21,146.14 in favor of Robert Ganske, General Contractor, for Hetch Hetchy Contract No. 375, Construction of concrete Encasements at Three Road Crossings in the San Joaquin Division of the Hetch Hetchy Aqueduct.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0185

WHEREAS, the General Manager of the Hetch Hetchy Project and Utilities Engineering Bureau of this Commission has recommended the granting of a certain revocable permit for crossing property under control of that department as hereinafter set forth.

THEREFORE BE IT RESOLVED, that the Public Utilities Commission of the City and County of San Francisco hereby approve the terms and conditions of said revocable permit and authorizes the execution of same as follows.

TO: The Pacific Gas and Electric Company.

PERMIT TO: Construct, maintain and use a 12KV pole line across the San Joaquin Pipelines right of way, within the State of California's easement for the California Aqueduct, through Hetch Hetchy Water Supply Parcel No. 1001 (III) in Section 31, Township 3 South, Range 6 East, M.D.B. & M., San Joaquin County, California.

Fee: $50.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0187

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Project, and the City Attorney, hereby approves the collections, month of February 1967 for damages which the Department has against miscellaneous debtors:

Bureau of Light, Heat and Power	$714.25
thru Bureau of Delinquent Revenue	85.00
	$799.25

and hereby approves transfer during the month of February 1967, amount $1,027.93, by the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

James J. F

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-1389

RESOLVED, That this Commission hereby authorizes the attendance of one staff member of the Hetch Hetchy Project, as designated by the General Manager of Public Utilities, to attend the Sixteenth Annual Motor Vehicle Maintenance Conference, to be held at the University of Washington, Seattle, Washington, on March 20-23, 1967. This is deemed to be in the nature of routine duties to learn the latest and best thinking on vehicular and heavy equipment maintenance.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0189

RESOLVED, That this Commission hereby awards to The Lowrie Paving Co., Inc., Lowrie Avenue, South San Francisco, California, as the lowest regular and responsible bidder, Airport Department Contract No. 467-R, Replacement of Effluent Pipes at Sewage Treatment Plant at San Francisco International Airport in the amount of $6,785.00; and, all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0190

RESOLVED, That the Airport General Manager is authorized, effective immediately, to instruct the garage lessee to waive collection of the minimum garage parking fee of twenty-five cents (25¢) when driver, on exiting, makes complaint that entry was in error and when the time stamp on the parking ticket taken at the entrance spitter clearly discloses that the driver has been in the garage for seven or less minutes.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0191

RESOLVED, That this Commission authorizes Interstate Hosts to close the Central Terminal Building Coffee Shop, at San Francisco International Airport, in order to make certain kitchen repairs on March 15, 1967 from 12:00 A.M. to 6:00 A.M.

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay or interfere with or prevent the construction and work being done at the same time in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0192

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Western Airlines, Inc.

Space:	South Terminal, Mezzanine Floor		
	Room 207	864 sq.ft. @.50 sq.ft. -	$432.00
	Fuel Truck Parking Area adjacent to Plot 3		
	Paved Area	5,000 sq.ft. @.01 sq.ft. -	50.00
			$482.00

Monthly Consideration: $482.00

Effective Date: As determined by Airport General Manager

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0193

RESOLVED, That this Commission hereby approves amending effective on a date as determined by Airport General Manager that certain Airport Space or Use Permit issued to Pacific Air Lines, Inc. under authority of Resolution No. 66-0412, adopted May 24, 1966, in order to reflect the deletion of the following room:

DELETE: Terminal Building 02, Plot 17

Rooms 113.1, 113.2, 118, 119, 120, 121,

128, 131, 131.1 — 2,959 sq.ft.

@.15 - $443.85 month

(New amount of Permit - $605.85)

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0191

RESOLVED, That this Commission hereby approves amending effective March 31, 1967 that certain Airport Space or Use Permit issued to United Air Lines, Inc. under Resolution No. 66-0911, adopted November 22, 1966, in order to reflect the deletion of Rooms 116, 116.1, 116.2, and 116.3, Building C-10, Plot 17, totaling 2,776 square feet at a rental reduction of $185.07 per month.

New monthly rental under the permit is $2,876.80.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0195

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1283 - Excavation and Repaving for Water Service Renewals - to Associated Pipe Line, Inc. in the amount of $46,115.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-196

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: PACIFIC GAS AND ELECTRIC COMPANY

Permit to install a 1 1/4-inch gas service pipeline across a portion of the 54-inch San Andreas Pipeline right of way; said crossing being within private road from Courtland Drive to Saint Thomas Lutheran Church, City of San Bruno, San Mateo County, subject to a permit fee in the amount of $50.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0197

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: STATE OF CALIFORNIA
DIVISION OF HIGHWAYS

Permit for a drainage culvert, drainage retention basin and a work area for water and sewer line connections to the Crystal Springs Golf Course clubhouse all within the said golf course and shown on San Francisco Water Department drawing B-3029. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0188

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$108.00 expenses of Arthur H. Frye, Jr., General Manager and Chief Engineer, San Francisco Water Department, incurred on trip to Sacramento, California, February 28, through March 3, 1967, for Attendance at 35th Annual Conference of the California Municipal Utilities Association.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0199

RESOLVED, That this Commission hereby requests the Controller's certification of Debit Modification of Water Department Contract No. 1190--Construction of Crystal Springs Bypass Tunnel and Appurtenant Works, Gates & Fox Co., Inc., Gordon H. Ball Enterprises, and Granite Construction Co., a Joint Venture, in the amount of $86,539.00, to provide for the additional work to construct a pump chamber, well shafts and appurtenant works.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$245.85 expenses of Robert M. Desky, incurred on trip to Los Angeles January 8-11 and January 17-20, 1967, for participation in depositions in City & County vs. United States Steel Corp. et al., United States District Court, No. Dist. Cal., No. 43729 and in Pre-Trial hearing.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0211

RESOLVED, That this Commission authorizes the General Manager of Public Utilities to enter into a contract with Daniel, Mann, Johnson and Mendenhall for an "Agreement for Professional Services Relating to Water Supply Studies, Suburban Corporation Yard Studies and a Program of Improvements and Replacements".

Payment for services are not to exceed a maximum fee of $165,000, all in accordance with an appropriate form of Agreement to be entered into between the firm of Daniel, Mann, Johnson and Mendenhall and the Public Utilities Commission through its General Manager of Public Utilities.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0202

RESOLVED, That this Commission hereby awards to Arntz Construction Company, 1745 Filbert Street, San Francisco, California, as the only regular and responsible bidder, Municipal Railway Contract No. 507, Cable Car Drift Curve, Washington and Mason Streets, in the amount of $18,350.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0203

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

MR Contract No. 520--Exterior and Interior Painting, Forest Hill Station Building

MR Contract No. 521--Sandblasting, Waterproofing and Painting, Washington-Mason Cable Carbarn

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0204

RESOLVED, That this Commission hereby adopts as the official insignia and emblem of the San Francisco Municipal Railway a gold ribbon imposed upon a maroon background, the ribbon to contain the wording "San Francisco Municipal Railway," all as shown on a drawing on file in the office of the San Francisco Public Utilities Commission; and, be it further

RESOLVED, That the City Attorney be and he is hereby directed to register said insignia and emblem as the official and legal trademark of said San Francisco Municipal Railway.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of March 14, 1967

Secretary and Assistant General Manager

SAN FRANCISCO
MUNICIPAL
RAILWAY

SAN FRANCISCO
MUNICIPAL
RAILWAY

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0205

WHEREAS, The Public Utilities Commission of the City and County of San Francisco has successfully conducted Neighborhood Youth Corps Projects since the Summer of 1965; and

WHEREAS, Departments under the jurisdiction of the Public Utilities Commission still have several thousand acres of land in watersheds, airport, rights-of-way, reservoir sites, valve lots and appurtenant facilities locations; which lands are in need of fire protection, road and trail maintenance, drainage improvements, brush and debris removal, planting and landscaping for soil erosion control and beautification, which work is not otherwise contemplated under present budget restrictions, all of which would be an improvement to the departments under the Public Utilities Commission, and definitely in the public interest; now, therefore, be it

RESOLVED, That the Public Utilities Commission of the City and County of San Francisco does hereby direct the General Manager of Public Utilities to prepare supplemental agreements with the Neighborhood Youth Corps, Department of Labor, for the extension of the existing program employing out-of-school enrollees to provide useful employment to youths from impoverished areas to a total enrollment of 180, using funds previously budgeted by the City for the current project, with the extended agreements to terminate April 30, 1967, and be it further

RESOLVED, That the Public Utilities Commission request the Board of Supervisors to authorize the preparation of supplemental agreements to the Neighborhood Youth Corps Project, with the understanding that the City's contribution will be limited to the funds previously budgeted for the current project.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

James J.

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0205

RESOLVED, That this Commission on the recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, and the City Attorney, approves the compromise settlements of Municipal Railway damage claims, month of February 1967, as follows:

	Amount Billed	Compromise
G. Borgman	$61.78	$47.08

and, be it further

RESOLVED, That this Commission approves collections, month of February 1967, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, amount $1,072.61.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0207

RESOLVED, That this Commission hereby confirms the award of lease made by the Director of Property to Pacific Air Lines, Inc. as the highest and only bidder, of lease of Plot 11A containing 0.018 acres more or less, at the San Francisco International Airport, as shown on Airport Drawing No. AA-10859 dated December 1965, for the period commencing on the date of confirmation by this Commission of the award of said lease and ending June 30, 1986 unless terminated or extended in accordance with lease provisions; the rental for each year for the period ending June 30, 1976 being the sum of $49.50, being at the rate of $2,750.00 per acre per annum; the rental for each year for the period commencing July 1, 1976 and ending June 30, 1986 being the sum of $62.10, being at the rate of $3450.00 per acre per annum; the rental thereafter to be determined or negotiated pursuant to the lease provisions.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0203

RESOLVED, That this Commission hereby amends, at the request of the permittee, that certain Airport Space or Use Permit issued Lawrence Anthony Johnson dba California's Finest, under authority of Resolution No. 66-0349, adopted May 3, 1966, by deleting therefrom Room 105, consisting of 136 square feet in the Central Terminal, monthly consideration therefor being reduced by $136.00 effective February 1, 1967; and, be it further

RESOLVED, That this Commission hereby revokes, due to account delinquency, the above Airport Space or Use Permit, as amended, said revocation to be effective February 28, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1209

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities on behalf of the Public Utilities Commission to notify the Mercury International Sale and Service Company that they are in default of their Insurance and Public Service Agreement at the San Francisco International Airport for nonpayment of rent; and be it further

RESOLVED, That the General Manager of Public Utilities is authorized to proceed with such notice in accordance with Section 22 of said Insurance and Public Service Agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-[illegible]10

RESOLVED, That Resolution No. 67-0183 adopted March 7, 1967, setting the commencement time of the regular Public Utilities Commission meeting of Tuesday, March 21, 1967, at the hour of 10:30 a.m. in lieu of 2:00 p.m., be and the same is hereby rescinded.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 14 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0184-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, The General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
MC Peter I. Roberts and Mary J. Roberts and State Farm Mutual Automobile Insurance Company	December 3, 1966	$ 537.88
Litigated Settlements		
TC Margaret Gainey, a minor, by and through her guardian ad litem, Helen Gainey, and William Wesley Gainey	October 5, 1965 (of which $1,000.00 is P. D.)	5,000.00
TC Luella Walters	November 8, 1964	3,500.00
Appropriation No. 6.735.804.000		$9,037.88

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 14, 1967.

James J. Finn

Secretary and Assistant General Manager, Administrative

HETCH HETCHY WATER SUPPLY

POWER AND UTILITIES ENGINEERING BUREAU

MEMORANDUM

TO: JAMES K. CARR
General Manager of Public Utilities

DATE: March 14, 1967

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

HETCH HETCHY PROJECT

Robert C. Kirkwood Powerhouse

On March 1, the Hetch Hetchy water and power system achieved a notable landmark in system expansion when the 67,500 KW Robert C. Kirkwood Powerhouse was placed in commercial operation. This addition increases rated system capacity by 67,500 KW to a total of 272,500 KW, exclusive of 3,200 KW of capacity of the semi-retired Early Intake Plant. Actual system capacity is in excess of 300,000 KW, including reserve capability. Generator and turbine efficiency tests to demonstrate compliance with equipment specifications will be conducted early in April after the initial one-month "run in".

Completion of the Robert C. Kirkwood Powerhouse culminates a 10-year program of power generation expansion on the Hetch Hetchy Project, initiated by the 1955 Power Bond issue in the amount of $54,000,000. Only minor items of clean up work remain, and the Canyon-Cherry Power Project will have been completed well under department estimates.

Power Production

During the month of February, Moccasin, Dion R. Holm, and Robert C. Kirkwood Powerhouses generated 40,040,000, 59,525,000 and 6,542,000 kilowatt-hours respectively.

New Electric Customers

Additional customers are needed to utilize the generation made available by commencement of commercial operation of Robert C. Kirkwood Powerhouse.

In accordance with our agreement with the company of August 1, 1960, the Shell Chemical Company of Pittsburg, California, was reassigned from the Pacific Gas and Electric Company to Hetch Hetchy effective March 1.

Arrangements are being made with the Pacific Gas and Electric Company for assignment of another customer to utilize the additional power and energy available May 1, after completion of efficiency tests.

Water Conditions

During the month of February less than one inch of precipitation was received on the City's mountain watershed, far less than normal for this month. Since heavy precipitation, however, was received during the months of December and January, mountain snowpack is at the normal level for this time of year.

Painting of O'Shaughnessy Dam Spillway Drum Gates

Plans and specifications were completed for Hetch Hetchy Contract No. 395, Sandblasting and Interior Painting of Spillway Drum Gates, O'Shaughnessy Dam. However, this work will be deferred until summer due to run-off this spring which will require the coordination and regulation of water level in Hetch Hetchy reservoir.

Deflector Walls and Access Shaft Housing at O'Shaughnessy Dam

Work continues on Wall No. 4 and access shaft housing which is approximately 50% complete.

Repaving Cherry Access Road

Plans and specifications are completed for Hetch Hetchy Contract No. 387 for the repaving of about 13 miles of access road from Cherry River Bridge to Cherry Valley

Dam site. This is the first of two contracts, totaling 19 miles, for resurfacing this badly deteriorated road constructed in 1950 and which is utilized by City and United States Forest Service personnel as well as logging trucks and sportsmen. The City is required to perform this work under the terms of the Raker Act. Estimated cost of the work for this first contract is $150,000.

South Fork Crossing

An agreement for professional services with Woodward, Clyde, Sherard and Associates was approved by the Public Utilities Commission. The above firm will provide geological and engineering services relative to the protection of the exposed portion of the Hetch Hetchy Aqueduct over the South Fork of the Tuolumne River.

Moccasin Powerhouse Replacement

Contract time officially started February 27, 1967 and City engineers have been laying out facilities prior to commencement of construction.

Conferences were held with engineers from Ishikawajima-Harima Industries and Toshiba factories in Japan to discuss the design and construction of the gantry crane to be furnished by Mitsui & Co. (U.S.A.), Inc. for the new Moccasin Powerhouse.

New Moccasin Warehouse

This work is essentially complete. A few clean up items remain.

San Joaquin Pipeline No. 3, Section A

Fabrication of prestressed concrete pipe and application of coal tar enamel coating to the steel pipe sections continue at the respective fabrication yards. All phases of excavation and pipe laying are proceeding in the field. Approximately 2,000 feet of steel pipe has been laid in the trench to date.

State Freeway Crossings

All work under this contract was satisfactorily completed on February 27, 1967.

California Aqueduct Crossing

The east bridge abutment for the north maintenance bridge has been poured.

New Don Pedro Project

Preparation of final plans and specifications for the New Don Pedro Dam and Reservoir is proceeding on schedule. It is planned to advertise the work on May 3, 1967 with bids to be received on June 14, 1967. Other contracts for various elements of the New Don Pedro Project are also being prepared with bid calls scheduled prior to the main contract for the dam, reservoir, spillway and outlet works.

AIRPORT ENGINEERING AND CONSTRUCTION

Alterations to Central Terminal

This contract was checked and accepted as completed on February 10, 1967.

Improvements to Piers C and D

All phases of the work involved in remodeling and reroofing of Pier D are progressing.

Waterproofing and Roof Drainage - South Terminal, Piers E and F

This contract is in the final phase of completion. A check list is being prepared and the contract is being surveyed for acceptance.

Baggage Conveyor Systems 7 and 11

The conveyor systems are installed and have been tested for operation. It is expected that facilities will be completed shortly.

Pier FF

This contract was checked and accepted as complete on March 1, 1967.

Additional Operations Area, Lower Level, Pier FF

The delay in delivery of materials has affected progress on this contract. The materials have now been received and work will resume.

Pavement and Utilities, Cargo Building No. 5

Progress is still delayed by wet subgrade. The subgrade material contains existing moisture and the required compaction cannot be obtained until the material is drier.

In-Runway Lighting, Runway 28L and Centerline Lighting of Taxiway J

Delivery of the lights for the runway lighting is expected March 10.

Relocation of Taxiway R

Grading operations continue. Wet subgrade has slowed down progress on this contract.

Grading for Glide Slope, Runway 28L

This contract was certified February 27, 1967. A pre-construction conference was held February 27 and work is to commence immediately.

Drainage and Pumping Station, South Lomita Canal

Finishing work is proceeding and completion is near.

Drainage Pumping Station No. 5

Work is progressing on this contract.

Bids Received

	Contract No. and Title	No. of Bids	Low	High
A-467R	Replacement of Effluent Pipes at Sewage Treatment Plant	8	$6,785	$15,670
A-489	Install Waterproof Membrane, 3rd Level, Parking Garage	1	$2,977	-

Tenant Construction

Airborne Freight	New Building Construction, Plot 10A
Air California	Ticket Counter and Gate Room Facilities
Canadian Pacific	Ticket Counter Facilities
Federal Aviation Agency	IFSS Office Window Modification
Interstate Hosts	New Dishwasher for Flight Kitchen
Interstate Hosts	South Snack Bar Remodel Central Terminal

Tenant Construction - Cont.

Pan American	Office Modification in Hangar Bldg., Plot 1
Pacific Air Lines	Maintenance Base Facilities, Plot 11
Pacific Air Lines	Underground Fuel Tanks, Plot 11
Pacific Telephone	New Lounge Area, South Terminal
Texaco, Inc.	Facilities Expansion, Plot 3-D
Trans World Airlines	Modification to Ticket Counter
United Airlines	Building 84 Expansion, Phase III
	Building 84, Plating Shop
	Maintenance Base, New Entrance Area
	Modifications to Hangars 1 and 2 Building 3
	Expansion of Plasma Arc Facilities
	Expansion of Electrical Dist. System
	Building 84, Mezzanine Floor Additions
	Expansion of Hangars Nos. 10 and 11
	Emergency Evacuation Training Facility
	Flight Information Board
	Modifications to Pier B
	Temporary Baggage Claim Area
	Pier C, Gate Room 21 and 27 Remodel
U. S. Post Office	New Post Office, Plot 10B
West Coast Airlines	Rev. to Gate Room 41 & Passenger Loading Bridge
Western Airlines	Related Contracts to Pier FF
Western Airlines	Pier F and FF Electrical Additions
	Pier F and FF Ground Floor Modifications

Heliport

Plans and specifications for the construction of the interim heliport north of the Ferry Building are about 90% complete. The passenger terminal building will be advertised separately, since this work will require a building contractor as distinct from the heavy construction contractor required for the wharf and pier reconstruction.

Airport management is negotiating with Redevelopment Agency and Port Authority regarding the leases for the substitute parking areas. Until this matter is finalized, the contract for the heliport cannot be advertised for bids.

Comments and preliminary approval have been received on the preliminary plans submitted to the Redevelopment Agency and the Port Authority.

Industrial Wastes

Rules and regulations governing tenants' wastes discharges at the Airport, previously approved and adopted by the Public Utilities Commission, became effective March 1, 1967. Utilities Engineering Bureau staff is initiating monitoring program for the enforcement of these regulations in compliance with State Water Quality Control Board directives.

Staff is also making field tests and analyses of effluents from both North and South Oxidation Ponds in preparation for an evaluation report to the State Board.

Jet Noise Suit

Staff assisted consultant, hired by the Public Utilities Commission for the jet noise litigation, in making field tests and measurements on February 20, 1967.

MUNICIPAL TRANSIT SYSTEM ENGINEERING AND CONSTRUCTION

Drift Curve, Washington and Mason Streets

Only one bid, in the amount of $18,350, was received on February 16, 1967 for Muni Contract No. 507, Construct Drift Curve, Washington and Mason Streets. Due to the urgency and tight operational scheduling of the work, Railway management has requested that contract be awarded to the sole bidder and that additional funds will be made available for certification of the contract. Recommendation of award and request for additional funds to the Board of Supervisors have both been submitted.

Embarcadero Plaza Terminal

Coordination meetings were held with Redevelopment Agency, Department of Public Works, and consultants for the Ferry Park. A tentative schedule for all phases of the work at this location was approved by Redevelopment Agency. It was decided that due to reconstruction of Steuart Street by Department of Public Works, it would be most economical and advantageous for Muni to include their work on the terminal

in the Department of Public Works contract. Muni will, however, furnish the overhead line hardware to the contractor, since this must be purchased in advance, involving a delivery time of at least four months. A purchase order for this material will be submitted shortly.

Rapid Transit

Meetings and discussions continued on the Civic Center, Montgomery Street, Powell Street, and Davis Street Stations.

Visitors Facility, Washington-Mason Car Barn

Plans and specifications for Muni Contract No. 498, Construction of Visitors Facility, Washington-Mason Cable Car Barn, were advertised with bids to be opened on March 16, 1967. This project will provide an observation platform at mezzanine level for the visiting public to view operations of the cable car machinery inside the powerhouse. Estimated cost of the work is $65,000.

Relocation of No. 22 Trolley Coach Overhead

Contractor is proceeding with the installation of trolley poles to detour the No. 22 trolley coach from 16th Street to 17th Street.

Pole Relocation for Clay Street Widening

Contractor has installed one pole at the intersection of Clay and Battery and will proceed with the installation of the remaining poles after concrete curbs have been poured.

Plans and Specifications Completed

	Contract No. and Title	Estimated Cost	Status
MR-520	Paint Forest Hill Station	$13,000	Awaiting Public Utilities Commission approval and bids.
MR-521	Paint Washington-Mason Cable Car Barn	$15,000	Awaiting Public Utilities Commission approval and bids.

UTILITIES ENGINEERING BUREAU

STATUS OF CONSTRUCTION CONTRACTS

March 1, 1967

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Hetch Hetchy					
HH-331	Kirkwood PH Generators	$ 842,394	1	99	100
HH-375	Concrete Encasement at Three Road Crossings	122,732	12	100	99
HH-376	Kirkwood Powerhouse	4,419,677	0	99	100
HH-377	Kirkwood Penstock	2,342,000	1	98	100
HH-379	San Joaquin Pipeline No. 3 Section "A"	5,656,941	7	16	26
HH-392	Spillway Deflector Walls, O'Shaughnessy Dam	123,122	30	82	67
HH-397	New Moccasin Warehouse	109,987	19	89	90
HH-401	Electrical Utilities and 230 KV Towers at Moccasin	37,410	35	60	80
Airport					
A-252	Drainage Pumping Station South Lomita Canal	178,112	19	98	100
A-348	Pier FF	711,215	1	100	100
A-354	Alterations to Central Terminal	1,254,975	1	100	100
A-382	Demolition and Removal of Obstructions - Runway 10R	26,573	0	75	100
A-387	Alterations to Piers C and D	135,944	34	71	100
A-396	In-runway Lighting 28L and Centerline Lighting Taxiway J	231,594	9	58	100

(Continued)

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Airport - Cont'd					
A-433R	Waterproof & Roof Drainage So. Terminal Piers F & G	$ 41,943	20	97	100
A-434	Traffic Control for Taxiway F Runways 1L and 1R	9,677	0	50	100
A-440R	Baggage Conveyor Systems 7 & 11 South Terminal Building	45,375	40	90	83
A-451	Pavement Reconstruction Taxiway E	219,307	Awaiting Certification		
A-452	Apron Pavement for Cargo Bldg. 5A	219,909	9	21	81
A-455	Alterations to Sewage Pumping Station No. 2 (Emergency)	7,800	20	95	100
A-456	Pier D Signs (Informal)	3,151	0	0	51
A-459	Add Operations Area Lower Level Pier FF	18,743	19	80	100
A-462I-2	Replace Gas Appliances With Electric (Informal)	3,948	0	0	27
A-464	Relocation of Taxiway R	106,151	5	26	100
A-465	Drainage Pumping Station No. 5	43,835	10	83	81
A-467R	Replace Effluent Line at Sewage Treatment Plant	6,785	Awaiting Certification		
A-470	Grading for Glide Slope Site - Runway 28L	22,988	0	0	3
A-471	South Terminal Baggage Facility	24,120	30	43	66
A-473	Entrance Controls Parking Garage	17,924	Awaiting Certification		
A-474	Modification of Substation I	3,944	0	0	51

(Continued)

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Airport - Cont'd					
A-475	New Partition Air Cargo Bldg. 3	$ 1,966	75	75	100
A-477	Relocate Sewage Discharge Pier F	1,584	0	0	7
A-482	Additional Signs Central & South Terminals	1,890	0	0	2
A-489	Waterproof Membrane Third Level - Parking Garage	2,977	Awaiting Certification		
Transit System					
MR-506	Painting - Fillmore Substation and Geary Carhouse	26,030	5	100	100
MR-509	Pole Relocation for Clay St. Widening	8,470	15	15	100
MR-510	Exhaust System 24th and Utah Shop	4,686	20	20	3
MR-522	Relocate Trolley Coaches Mission to South Van Ness	276,031	10	10	7

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

March 10, 1967

Contract No.	Title	Contract Amount	Authorized Payments To Date	Percent Complete	Percent Time Elapsed
WD-1180	BDPL No. 4, Sec. "A" & Alameda Creek Siphon No. 3	$5,034,520.00	$4,506,073.20	100	128
WD-1190	Constr. of Crystal Springs Bypass Tunnel & Appurtenant Work	8,616,850.00	1,602,953.05	28	17
WD-1210	Constr. of San Antonio & Sunol Pumping Stations	1,258,500.00	401,724.27	40	82
WD-1232	8" CIM in Quint St., between Newcomb & Jerrold Aves.	10,898.60	None	0	30
WD-1240	Constr. of 60" San Antonio P/L and 36" Sunol P/L	1,018,651.25	836,129.41	99	86
WD-1249	Elevator Installation, 425 Mason St., San Francisco	79,765.00	22,222.33	30	66
WD-1251	4" & 6" CIM in Funston Ave., South of Quintara St.	11,723.00	None	0	73
WD-1272	16" Ductile & 24" & 30" Steel Mains in Junipero Serra, Garfield, Randolph & Other Sts.	408,583.00	28,738.17	9	13
WD-1277	4" & 6" CIM in Fern, Franklin & Other Sts.	35,726.00	7,922.80	33	42
WD-1280	Connections of Alameda Crk. Siphon #3	174,765.00	None	15	31
WD-1282	Excavation & Repaving for Water Service Renewals	42,100.00	None	17	4
WD-1290	Cement Mortar Line portion of 54" San Andreas P/L	33,945.00	None	5	40

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

(Cont'd)

March 10, 1967

Contract No.	Title	Contract Amount	Authorized Payments To Date	Percent Com-plete	Percent Time Elapsed
WD-1293	Relocation of 48" I.D. Steel Main in James Rolph Playground at Army Street	$ 33,569.00	$ 4,455.00	36	24

The following contracts have been completed since last report:

WD-1192 Constr. of McLaren Park Pump Station - February 8, 1967.

WD-1261 6" CIM in 14th Avenue, between Quintara & Rivera Sts. - February 21, 1967.

WD-1268 Excavation & Repaving for Water Service Renewals - February 10, 1967.

WD-1279 Excavation & Repaving for Water Service Renewals - February 15, 1967.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

March 21, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President
Thos. F. Stack, Vice President
Oliver M. Rousseau
Richard N. Goldman
Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:15 p.m.

Present: Commissioners Thos. F. Stack, Oliver M. Rousseau, Joseph I. Kelly

Absent: Commissioner Thomas P. White, Richard N.Goldman

Vice President Thos. P. Stack presided.

Pledge of Allegiance was led by Commissioner Kelly

The minutes of the regular meeting of the Commission held February 28 were approved.

RESOLUTION NO.		On motion of Commissioner Rousseau, seconded by Commissioner Kelly, the following resolutions were adopted:
67-0211	H	Declaration of Emergency - Fifth portion of program for replacement of dampers on Moccasin-Newark transmission lines
67-0212	H	Hetch Hetchy Departmental Request for Funds
67-0213		Bid Call: Contract AD 469--Improvements and Additions to Mechanical Equipment, South Terminal, at San Francisco International Airport - Estimated Cost, $7,400 Contract WD 1281--Laying of 8-Inch and 12-Inch Cast Iron Mains in Army Street between Louisiana and Maryland Streets - Estimated cost, $9,610 Contract MR 511--Turk Street Substation Window Screens - Estimated cost, $5,200
67-0214	A	Award of Lease of Plot 12 by the Director of Property - Western Airlines, Inc., at the rate of $2,750 per acre per annum for ten years commencing on the date of confirmation of award;/ to be determined or negotiated pursuant to lease provisions. rental thereafter
67-0215	A	Approve Supplemental Agreement 1A to Supplemental Agreement No. 1 to Lease between City and Federal Aviation Agency
67-0216	A	Revocation to Airport Space Permit to Ford Motor Company, under Resolution No. 66-1007, dated December 27, 1966
67-0217	A	License to Pacific Gas & Electric Company to install gas main and serviceline to Plot 12 - Western Airlines
67-0218	A	Modification of professional services agreement with Ralph F. Clark, real estate appraiser - re enlarging the scope of the property value study - debit $5,250

67-0219	W	Cancellation of Revocable Permit to Bay Bridge Sales Company under Resolution 66-0452, dated May 31, 1966
67-0220	W	Approve write-off of uncollectible Consumers' Accounts Receivable - Water Department - month of February 1967
67-0221	W	Approve collections for payment of damage claims - Water Department - month of February 1967
67-0222	W	Cancellation of Revocable Permit to Pickup Tops Mfg. Co., under Resolution 66-0591, dated July 19, 1966
67-0223	M	Completion of Contract MR 506--Exterior Painting Geary-Presidio Office Building and Carhouse and Turk Street Substation - $26,067.00, as modified
67-0224	M	Municipal Railway Departmental Request for Funds
67-0225	GO	Supplemental Budgets, 1967-1968 - $124,689, and inclusion of salary schedules and compensation rates for construction employees engaged outside City

Vote: Ayes-Commissioners Stack, Rousseau, Kelly
Absent-Commissioners White, Goldman

On motion of Commissioner Kelly, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0226	W	Proposed conveyance of City-owned lands for proposed state college at Edgewood Hills site in San Mateo County

Vote: Ayes-Commissioners Stack, Rousseau, Kelly
Absent-Commissioners White, Goldman

On motion of Commissioner Rousseau, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0227	A	Requests Board of Supervisors to adopt a resolution authorizing application to the Federal Water Pollution Control Administration for a Federal Grant for Sewage Treatment Works, San Francisco International Airport - $250,000
67-0211-MR		Approve payment of claims - Municipal Railway - total amount $7,137.00

Vote: Ayes-Commissioners Stack, Rousseau, Kelly
Absent-Commissioners White, Goldman

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

In discussing bid call for MR Contract 511--Turk Street Substation Window Screens, Mr. Carr told of the rehabilitation program for this facility. He said staff is researching the statement that this corner is one of the first places in the United States where a municipal electrical street lighting system was started. He said the entire neighborhood is very appreciative of the work being done on the building.

Commissioner Stack asked if the unsightly powerlines from the Substation could be undergrounded, and the cost involved.

Mr. Carr replied the first step is to rehabilitate the building. The matter of the poles and lines has been discussed by the Utilities Engineering Bureau, but a cost estimate has not been made as yet. This will be the next step.

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In discussing settlement of Municipal Railway claims, the Commissioners asked that they receive detailed information on those settlements in excess of $10,000 one week in advance of the meeting at which the item is to be considered.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

On the matter of use of City-owned lands for proposed state college at Edgewood Hills site in San Mateo County, Mr. Carr said the Utilities Commission staff has been negotiating with representatives of the State Colleges Board of Trustees.

The State Colleges Board of Trustees has had six sites they have been exploring for a four-year state college in San Mateo and Santa Clara Counties.

At the Edgewood Hills site the Trustees have a tentative agreement on private property adjacent to the San Francisco watershed, but in order to make a feasible site they would have to utilize property on the watershed. The Site Selection Committee is hardpressed with their total construction program to make a decision, and asked that the Commission make a special effort to let them know whether the watershed property would be available, said Mr. Carr.

Mr. Carr reminded the Commission that for the last two and one-half years it has had a policy prohibiting sale of property. There is a question as to whether or not the State Colleges Board of Trustees can lease property. It is not entirely settled yet. There are indications that there might have to be a purchase rather than a long-term lease, Mr. Carr informed the Commission.

Since this not definite, Mr. Carr said he drafted a resolution which would authorize the General Manager to inform the State Colleges Board of Trustees that the Commission as a matter of policy is willing to make available the property for college purposes.

Mr. Carr read the proposed resolution, revising the next to last paragraph as follows:

> "RESOLVED, That the General Manager of Public Utilities is authorized to inform the representatives of the State Colleges Board of Trustees that the Public Utilities Commission is willing to make available, subject to Section 92 of the City Charter and subject to the restrictions presented to this Commission by the General Manager of Public Utilities on this date and made a part of the minutes of this meeting, not less than 200 acres at the Edgewood Hills site at fair market value for state college purposes, and be it further"

Mr. Carr said if the Commission approved this authorization, then he would immeidately work with Director of Property, Philip L. Rezos, to dispose of this property for this most necessary and desirable public purpose. He said he might have to follow Section 92 of the Charter which calls for competetive bidding for sale of Public Utilities Commission property.

Mr. Carr said it may well be that a paid-up lease might be a better way under that section, than a sale, but he would discuss this with Mr. Harmon and determine the problems of the Trustees.

Mr. Carr then read the list of proposed conditions to be imposed by City:

1. Erosion:
   State will undertake the following steps to minimize erosion:

   a. State will design and construct to minimize erosion on watershed property, including necessary measures to prevent erosion through re-channeling of surface waters.
   b. Major earth work on watershed property shall be accomplished between April 1, and November 1. Erosion control measures shall be performed as soon as possible on all embankments affected by said major earth work.

2. Quality of Water:
   State will take the following steps to insure the quality of water from watershed land is not altered.

   a. During construction special precautions shall be taken to prevent contamination and pollution of watershed.
   b. All drainage from private parking areas and athletic fields will be removed from the watershed or treated to standards of the San Francisco Water Department.
   c. State will provide adequate sanitary sewage from the San Francisco watershed land.
   d. City shall retain all subsurface water rights and reasonable right of access for water quality inspection.

3. State will use the property for education purposes. Should State sell such property City shall have the right of first refusal to repurchase the property.

4. State agrees to acquire property subject to existing easements.

Regarding No. 3, Commissioner Kelly said this should include a more inclusive word than "sell".

Commissioner Rousseau with regard to City's right of first refusal to repurchase the property said it should include the words "at the price which the State paid for the property."

Public Utilities Commission, Counsel William F. Bourne, said "at the price for which the property was purchased from the City".

Mr. Rezos said he would prefer words to the effect "If the State ceases to use the property or if the property ceases to be used for educational purposes, the property would revert to the City at the sale price--or at the price for which the City sold the property to the State."

Commissioner Stack said in the event it is more propitious for City and State to engage in a 99-year lease and the entire rental during the lease period is prepaid, and then if the State should decide not to use the property for educational purposes and the property would then revert back to City, there should be some consideration granted to City for the period it was in the State's control.

Mr. Carr said this may bring about some difficult situations for the State Colleges Board of Trustees. There are no state colleges on any leased land and where such large investments are made they prefer to buy the land. He said if agreeable to the Commission, he would work specific language out with Mr. Bourne and Mr. Rezos to carry out the Commission's views and then poll the Commission by telephone to see if satisfactory.....everybody agrees we want reversion for original price if sold; and if leased, then some fair rental return on the property.

Commissioner Stack said consideration should also be given to the fact that State may construct some buildings on the property and determine not to go ahead. There would be a question of how City would pay for those buildings.

Mr. Carr said they should revert to the City.

Commissioner Stack asked at what cost? He said he personally felt the Commission ought to stay within the policy of a couple of years ago and that is to stay on lease. This would secure City's investment; even if it became necessary to add an additional 50 years.

Mr. Carr said he would recommend that the Commission permit more flexibility in this case. An opportunity was presented here to utilize publicly-owned lands to serve a very worthwhile public purpose. This in his opinion has some great opportunities from an educational standpoint where City can make contribution...i.e., if they build on the site and we can get those underpass systems it means this property is connected with the watershed property. It means if the Utilities goes ahead with the corporation yard, and laboratory, in the general area the students would have a chance to work in the laboratory and do field work on the watershed land. This would be an unique opportunity. Mr. Carr said he did not wish to have an authorization on lease only. He said if the Commission could authorize sale or lease--in fact, the Commission's authorization really is disposal of the property--Mr. Rezos who under the Charter carries the responsibility for real property matters of this nature, would work out the proper method.

Mr. Rezos said that was perhaps true, but in order to accomplish what the Commission was trying to accomplish here, he should be authorized to proceed with lease of the property if the State was legally able to enter into a lease, then if not, sale.

Commissioner Stack said he thought the State Colleges Board of Trustees could get a bill passed quickly enough to permit them to lease if they chose this site.

Mr. Carr did not think the Trustees were in that position. He said they were pressed with a time schedule to provide a certain number of classrooms. If it were going to be prolonged, the Trustees might be inclined to take a straight purchase.

Commissioner Rousseau asked if the State had the power of eminent domain in this case. He said he would recommend transferring it by condemnation proceeding if the State had the power, or if the power were lacking, by sale or lease.

Commissioner Stack said it seemed to be the pleasure of the Commission in the first instance that the land be leased if possible.

Mr. Carr pointed out that he, as General Manager, recommended that the Commission authorize him to dispose of it in other ways, if this was the objective of the Commission, so he would not be ham strung

Commissioner Stack reminded Mr. Carr that he would still have to come back to the Commission. Commissioner Goldman said Mr. Carr would have to bring back the total number of acres and the fair market value put on it for approval by the Commission before the land could be finally disposed of.

Commissioner Stack added that Mr. Carr should, at the same time, suggest to the Trustees that they go to the State Legislature for authorization to lease.

Mr. Carr asked if the resolution would authorize him to inform the State Colleges Board of Trustees that this Commission is willing to make the land available for state college purposes, subject to these restrictions, and subject to Section 92 of the Charter, for not less than 200 acres at a fair market value, for a long-term lease if at all feasible on the part of the State Colleges Board of Trustees. In the event a lease is not possible as worked out by the Director of Property, then this Commission is willing to make the land available by other means of acquisition, condemnation being one method.

Mr. Rezos pointed out this would not be a sale if it were taken by condemnation by the State.

Mr. Bourne asked Mr. Rezos if it were leased would he take the position that this would be restricted to a 50-year lease under Section 93 of the Charter.

Mr. Rezos answered it would not of necessity. That determination would be up to the Commission to decide as a matter of policy.

Mr. Bourne asked if Mr. Rezos would then recommend a 99-year lease under the general law of the State. Mr. Rezos replied that he thought he would.

Thereupon Commissioner Kelly moved, Commissioner Rousseau seconded, and Resolution No. 67-0226 was adopted unanimously along with the following conditions to be imposed by City:

1. Erosion:
   State will undertake the following steps to minimize erosion:

   a. State will design and construct to minimize erosion on watershed property, including necessary measures to prevent erosion through re-channeling of surface waters.
   b. Major earth work on watershed property shall be accomplished between April 1, and November 1. Erosion control measures shall be performed as soon as possible on all embankments affected by said major earth work.

2. Quality of Water:
   State will take the following steps to insure the quality of water from watershed land is not altered.

   a. During construction special precautions shall be taken to prevent contamination and pollution of watershed.
   b. All drainage from private parking areas and athletic fields will be removed from the watershed or treated to standards prescribed by the San Francisco Water Department.
   c. State will provide adequate sanitary sewage from the San Francisco watershed land.
   d. City shall retain all subsurface water rights and reasonable right of access for water quality inspection.

3. State will use the property for state college purposes. Should State discontinue use of such property for state college purpose, City shall have the right of first refusal to repurchase the property at the same price at which State acquired the property from City.

4. State agrees to acquire property subject to existing easements.

Mr. Carr said Mayor Shelley, when informed of this project, reiterated his feelings stated three years ago favoring long-term leases rather than selling.

*****

Mr. Carr then reported on the following matters:

1.) Junipero Serra Freeway. He said he was still collecting information. He promised a report on the next step within the week or ten days.

*****

2.) Regional Airport Study. He reported another meeting this morning with Ben Nutter of the Oakland Airport. Oakland is reviewing a proposed draft of joint powers agreement with San Jose. Airport Manager George F. Hansen and representatives of the other two cities, Oakland and San Jose, are exploring with Housing Urban Development regional office what procedure must be followed if a federal grant is to be obtained. Mr. Carr said he will have something definite to recommend in the next two weeks.

*****

3.) Downtown Heliport. He said staff is now working out a lease agreement with the Redevelopment Agency for parking lots in certain areas of the Embarcadero-Lower Market Redevelopment Project area.

*****

4.) Proposed airport inspection tour and conferences with airport managers, engineering, and architectural consultants. Mr. Hansen outlined a suggested itinerary including New York, Toronto, Detroit, Chicago, and Houston. He said Dulles at Washington was eliminated because a sufficient number of the Commissioners had already seen and were familiar with that operation.

The Commission agreed on visiting airports as suggested, and discussed possible dates. The Secretary was requested to poll the Commissioners for the most convenient time. It was suggested the tour be compressed into one week.

Mr. Hansen pointed out the urgency of getting the program under way; the department is just waiting for the decision on the selection of the architect-engineer. Funds are now available.

*****

Roll Call:

All Commissioners passed.

THEREUPON THE MEETING ADJOURNED.

*****

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0211

WHEREAS, vibration dampers were installed in 1931 on the conductors of City's two 115,000-volt Moccasin-Newark transmission lines in order to minimize metal fatigue and consequent failure due to conductor vibration; and

WHEREAS, a considerable number of said dampers are breaking apart, are damaging conductor strands, can no longer be held in proper position, and cannot be repaired; and

WHEREAS, funds for the fifth phase of a program for replacing said dampers are included in the 1966-67 Budget adopted by the Board of Supervisors, and are among funds (total $49,000.00) appropriated for replacing both defective dampers and dead-end clamps; and

WHEREAS, the contemplated replacement work will be at scattered locations of the lines, and it is not practical to designate the specific towers and volume of work at each location until inspection is made to determine which dampers are in need of replacement; and

WHEREAS, to insure a maximum reliability of service to City's power customers and to avoid any possible loss in revenue due to line outages, said replacement work must be done with lines energized utilizing special "hot line" tools which the City has in sufficient quantity; and

WHEREAS, because of the hazards involved, both to equipment and to human life, it is deemed inadvisable to allow anyone other than City employees experienced in "hot line" tools to perform work of this nature:

THEREFORE, BE IT RESOLVED, That this Commission hereby respectfully requests the Board of Supervisors to adopt, in accordance with Section 95 of the Charter, a resolution declaring the existence of an emergency by reason of the fact that it is impractical to prepare specifications covering the type, volume and unforeseeable conditions with respect to replacing the dampers while the transmission lines are carrying electric current, and authorizing the replacement of said dampers in the most expeditious manner.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0212

RESOLVED, That this Commission hereby requests the Controller's approval of Hetch Hetchy Project and Utilities Engineering Bureau "Request for Funds" in the amounts of $759.00 and $2,256.00, respectively, to provide additional funds for Health Service System, Appropriation No. 6.699.865.001.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0213

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

AD Contract No. 469--Improvements and Additions to Mechanical Equipment, South Terminal, at San Francisco International Airport

WD Contract No. 1281--Laying of 8-Inch and 12-Inch Cast Iron Mains in Army Street between Louisiana and Maryland Streets

MR Contract No. 511--Turk Street Substation Window Screens

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-1211

RESOLVED, That this Commission hereby confirms the award of lease made by the Director of Property to Western Airlines, Inc., as the highest and only bidder, of lease of Plot 12 containing 10.70 acres more or less, at the San Francisco International Airport, as shown on Airport Drawing No. BA-10792 dated July 13, 1966, for the period commencing on the date of confirmation by this Commission of the award of said lease and ending on the day immediately preceding the 10th anniversary of said commencement date unless terminated or extended in accordance with lease provisions; the rental for each year of said period being the sum of $29,425.00, being at the rate of $2,750.00 per acre per annum; the rental thereafter to be determined or negotiated pursuant to the lease provisions.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 21 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0215

RESOLVED, That this Commission approves the terms and conditions and authorizes the execution of Supplemental Agreement 1-A to Supplemental Agreement No. 1 to Lease Agreement FA-66-WE-2048, dated March 8, 1966, between the City and County of San Francisco, Lessor, and the United States of America, Lessee, which supplemental agreement adds Room 33 and deletes Room 20 effective March 1, 1967 without change in footage or annual rental.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-0216

RESOLVED, That this Commission hereby revokes effective on a date as determined by Airport General Manager that certain Airport Space or Use Permit issued to the Ford Motor Company under Resolution No. 66-1007, adopted December 27, 1966, at a monthly rental of $200.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 21 1967

James J. Finn
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0217

RESOLVED, that this Commission hereby approved the issuance of a license to the Pacific Gas and Electric Company to install a 6-inch high pressure gas main and required gas service to provide service to shops and hangar in Plot 12, all in accordance with the terms and conditions as set forth in said license; and

BE IT FURTHER RESOLVED, that the Licensee shall submit "As Constructed" drawings showing thereon the actual location of said gas main and gas service upon completion of the work.

No fee, due to providing service to the Airport and its tenants.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0218

RESOLVED, That the Commission hereby authorizes the General Manager of Public Utilities to enter into, on behalf of the Public Utilities Commission, a modification of that certain professional services agreement with Ralph F. Clark, real estate appraiser, enlarging the scope of the property value study to be prepared under said agreement for use in connection with the San Francisco International Airport noise litigation, and increasing the maximum fee payable under said agreement from $8,000 to $13,250.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

RESOLVED, that this Commission hereby cancels that certain Revocable Permit to the Bay Bridge Sales Co. issued for the purpose of additional parking and landscaping on a portion of the 100' Ravenswood-Belmont right-of-way in Redwood City, as described on Water Department Drawing B-2958, authorized by Public Utilities Commission Resolution No. 66-0452 adopted May 31, 1966, with said cancellation to be effective March 31, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0220

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer, and the City Attorney, hereby approves the write-off of uncollectible accounts receivable which are more than ninety days past due, month of February 1967, in the amount of $1,444.34, per San Francisco Water Department list of February 28, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0221

RESOLVED, That this Commission hereby approves collections, month of February 1967, of claims for damages against miscellaneous debtors, San Francisco Water Department, in amount of $402.79, per list dated February 28, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0222

RESOLVED, that this Commission hereby cancels that certain Revocable Permit to Pickup Tops Mfg. Co., issued for the purpose of additional parking and landscaping on a portion of the Bay Division Pipeline No. 3 in Santa Clara County, as described on Water Department Drawing No. B-2966, authorized by Public Utilities Commission Resolution 66-0591 adopted July 16, 1966, and that said cancellation be effective February 28, 1967, and

BE IT FURTHER RESOLVED, that the taxes paid by lessee from March 1, 1967 through June 30, 1967, be refunded.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-0223

RESOLVED, That this Commission accepts the work performed under Contract No. MR-506, Exterior Painting Geary-Presidio Office Building and Carhouse and Turk Street Substation as satisfactorily completed; approves a Debit Modification of the Contract in amount of $37.00; approves Final Payment in the amount of $7,360.95, in favor of the Contractor, A. Quandt and Sons, Inc., and allows 27 calendar days of unavoidable delay; 15 days of which were due to adverse weather conditions, 12 days due to changes in the work ordered by the Commission.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0331

RESOLVED, That this Commission hereby requests the Controller's approval of Municipal Railway's Request for Funds, in amount of $20,500 from surplus developed in Appropriation 6.735.244.000 "Tire Rental," to provide for deficiencies estimated in the following appropriations for the current fiscal year:

6.313.244.735 "Purchaser's Reproduction Bureau"	$ 300
6.735.391.000 "Fuels and Lubricants"	$ 20,000
6.735.954.120 "EDP - Temporary Salaries"	$ 200

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of March 21, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0225

RESOLVED, That this Commission hereby requests the Mayor to recommend to the Board of Supervisors, supplemental budgets as follows:

Fiscal Year 1967-1968

Bureau of Light, Heat & Power	$ 377
PUC General Office	11,624
Airport Department	34,522
Municipal Railway	32,794
Water Department	31,302
Hetch Hetchy Project	14,070
	$124,689

and, be it further

RESOLVED, That in accordance with Section 151, 151.1, and 151.3 of the Charter, this Commission approves inclusion in the 1967-1968 Public Utilities Commission budget proposals, salary schedules adopted by the Board of Supervisors and the rates of compensation for construction employees engaged outside of the City and County of San Francisco, as fixed by Department Head in charge thereof.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
City and County of San Francisco

RESOLUTION NO. 67-0226

WHEREAS, A representative of the State Colleges Board of Trustees has been in negotiations with the Utilities Commission Staff to determine whether land would be available for State College purposes south of Edgewood Road and east of the proposed Junipero Serra Freeway (Interstate Highway 280) on San Francisco watershed property near the southern end of Upper Crystal Springs Reservoir in San Mateo County; and

WHEREAS, If watershed property is available for State College purposes it can be combined with available private property to provide a feasible location for the construction of a four-year State College; and

WHEREAS, The construction of the Junipero Serra Freeway (Interstate Highway 280) will sever from the watershed drainage area approximately 250 acres east of said freeway route and south of Edgewood Road which will no longer be directly connected to the reservoir lands; and

WHEREAS, State College representatives have indicated a willingness to purchase said property with restrictions which will protect the water quality and return the property to San Francisco in the event the State does not use it for State College purposes, and agree to such other restrictions which will otherwise protect the public interest and the interest of the citizens of the City and County of San Francisco; and

WHEREAS, The Public Utilities Commission has maintained, for two and one-half years, a policy of long-term lease in the disposal of land instead of sale of lands except as may prove desirable in exceptional cases, which is the case in this instance and the action would be in accordance with Commission policy as stated by Resolution No. 67-0163 dated February 28, 1967, therefore, be it

RESOLVED, That the General Manager of Public Utilities is authorized to inform the representatives of the State Colleges Board of Trustees that the Public Utilities Commission is willing to make the land available for State College purposes, subject to the restrictions presented to this Commission by the General Manager of the Public Utilities Commission on this date and made a part of the minutes of this meeting and subject further to the language of Section 92 of the Charter of the City and County of San Francisco, for not less than 200 acres at a fair market value, for a long-term lease if at all feasible on the part of the State Colleges Board of Trustees, in the event a lease is not possible as worked out by the Director of Property, then this Commission is willing to make the land available for State College purposes by other means of acquisition; and be it further

RESOLVED, That the General Manager of Public Utilities is requested to inform San Mateo County and other public officials involved of this Commission's action concerning the proposed State College at the Edgewood Hills site.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 21, 1967

James J. Finn

Secretary and Assistant General Manager

STUDY OF NEED FOR STATE COLLEGE IN SAN MATEO

List of Conditions to be Imposed by City and County of San Francisco re: Edgewood Hills Site

1. Erosion:

State will undertake the following steps to minimize erosion:

   a. State will design and construct to minimize erosion on watershed property, including necessary measures to prevent erosion through re-channeling of surface waters.
   b. Major earth work on watershed property shall be accomplished between April 1, and November 1. Erosion control measures shall be performed as soon as possible on all embankments affected by said major earth work.

2. Quality of Water:

State will take the following steps to insure the quality of water from watershed land is not altered.

   a. During construction special precautions shall be taken to prevent contamination and pollution of watershed.
   b. All drainage from private parking areas and athletic fields will be removed from the watershed or treated to standards prescribed by the San Francisco Water Department.
   c. State will provide adequate sanitary sewage from the San Francisco watershed land.
   d. City shall retain all subsurface water rights and reasonable right of access for water quality inspection.

3. State will use the property for state college purposes. Should State discontinue use of such property for state college purpose, City shall have the right of first refusal to repurchase the property at the same price at which State acquired the property from City.

4. State agrees to acquire property subject to existing easements.

JJF:nv

March 21, 1967

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1227

RESOLVED, That this Commission hereby requests the Board of Supervisors of the City and County of San Francisco to adopt a resolution authorizing the Public Utilities Commission, which has jurisdiction over the San Francisco International Airport, to submit an application for a Federal Grant, for Sewage Treatment Works to the Federal Water Pollution Control Administration, Department of Health, Education and Welfare, for a project consisting of the modification of Sewage Treatment Plant into a pumping station and the installation of a pipeline from the San Francisco International Airport to South San Francisco Sewage Treatment Plant at an estimated cost of $250,000.00, of which amount it is anticipated that the Federal Grant will amount to approximately thirty per cent (30%) of the actual cost of the eligible items.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 21 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0211-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, The General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
TC Clifford Baker and Ollie Mae Baker and State Farm Mutual Automobile Insurance Company	June 24, 1966	$ 587.00
TC Raymond Baxter	September 12, 1966	1,650.00
Litigated Settlement		
TC Satoshi Ando, Masako Ando	April 12, 1965 (of which $125.00 is P. D.)	4,900.00
Appropriation No. 6.735.804.000		$7,137.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 21, 1967

Secretary and Assistant General Manager, Administrative

March 21, 1967

TO: MR. JAMES K. CARR
General Manager of Public Utilities

FROM: V. W. ANDERSON
General Manager
San Francisco Municipal Railway

SUBJECT: SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

PASSENGER TRAFFIC AND REVENUE

REVENUE PASSENGERS:

	1966	1965	Difference	%
December	12,228,128	12,152,762	+ 75,336	+ 0.62
	1967	1966		
January	11,925,618	11,928,550	- 2,932	- 0.02
February	11,487,283	10,701,862	+ 785,421	+ 7.34 *

The following comparative information is taken from the most recent available statistics from the American Transit Association.

December 1966:	Average--Cities over 500,000 population	- 4.35
	Average--All City Transit Systems	- 3.52

PASSENGER REVENUE:

	1966	1965	Difference	%
December	$1,707,736	$1,692,875	+ $ 14,861	+ 0.87
	1967	1966		
January	1,650,550	1,647,556	+ 2,994	+ 0.18
February	1,592,732(T)	1,483,820	+ 108,912(T)	+ 7.34 *

(T) Tentative

* This unusually large increase is principally attributed to there being less rain in February 1967 as compared to February 1966. In 1966 rain was recorded on ten days compared with one day in 1967. It is also a fact, however, that the general trend has been upward during the past year.

REVENUES AND EXPENDITURES

Adult fare passenger revenue for the first eight months of this fiscal year was 3.37% more than for the corresponding period last year. Total revenues for the period from July 1, 1966, through February 28, 1967, were $825,302 more than budget estimates, and total expenditures during the same period were approximately $242,509 less than budget estimates.

CABLE CAR PLANT MOTOR NO. 1

The new heavy duty coupling connecting No. 1 Motor to the main pinion drive is installed complete and is now in service. This unit replaced the old clutch which was cracked due to overstressing and in bad condition.

CALIFORNIA CABLE CAR GRIP

Present cable cars on the California Street line are equipped with a separate grip on each end. Experiments are now in progress using a single grip on one end which can be controlled from either end of the car. One car has been so equipped. A trial run was made on the California Street line on Saturday morning, March 4, 1967, after the close of normal operations on the cable lines. Two complete runs on the California Street system were made, including pull-out and pull-in trips from the cable car barn. The test commenced at 2:10 a.m. and ended at 4:30 a.m. The test run proved satisfactory, and no serious difficulties were encountered. Municipal Railway staff members participating included Mr. W. A. McRobbie, Mr. W. R. Mason, Mr. Joseph Corrao, and Mr. John Barry. Additional tests will be made at a later date.

CABLE

On the basis of competitive bidding the City Purchaser awarded the contract for furnishing cable for the cable car system to the E. H. Edwards Company of South San Francisco. The contract is for a five-year period, and the cost is approximately ten cents per foot less than the amount paid to the previous supplier.

A new Powell cable was installed February 21, 1967, replacing cable No. 91, which had been in service 106 days and was worn out. The normal life for a Powell cable is 100 days.

A major strand occurred on the Mason cable at 11:28 p.m., Saturday, February 25. The strand occurred approximately 4,620 feet ahead of the main splice. Although the cable alarm and emergency stopping system functioned properly, it was necessary to install a piece of cable 1,946 feet long to replace the damaged section.

FOREST HILL STATION--IMPROVEMENTS

Two "NO LITTER" signs were installed on opposite sides of the fence at the track level in Forest Hill Station. Trash cans formerly located on the curbline at the street level are now placed at the north side of Forest Hill Station adjacent to the building. Two new trash cans are being fabricated and will be installed at the track level when completed. The drains in the lower level of the tunnel have been serviced, and permanent drainage channels

were made at two points where the drainage appears to be constant and with a heavy flow. This arrangement has improved the conditions of excessive drainage through the walls along the stairways.

WASHINGTON'S BIRTHDAY SERVICE

Heretofore all major stores have been closed in observance of Washington's Birthday. This year, however, some downtown stores and all Stonestown stores were open from 10:00 a.m. to 5:30 p.m. To accommodate shoppers extra service was provided on February 22, 1967, by using "warm weather" Sunday schedules on Lines K, L, 2, 5, 10, 19, 38, 47, 59-60, and 71-72. Also, a special "patch" with four extra coaches was added to Line 18 with the extras terminating at Stonestown. Line No. 28 was routed via Stonestown, and three extra coaches were provided on this line.

In addition to the scheduled service six extra motor coaches, four extra streetcars, and three extra trolley coaches were used to supplement service on various lines as warranted by passenger traffic.

CHINESE NEW YEAR'S PARADE

The Chinese New Year's Parade was held on Saturday, February 25, 1967. All Municipal Railway cars and coaches operating on inner Market Street or in and about the Chinatown area were rerouted or turned back short of their terminals from approximately 6:00 p.m. to 10:00 p.m. Due to the streetcars being switched at Market & 11th Street, six extra motor coaches were used to provide shuttle service from 11th Street to East Bay Terminal and return. Coaches operated via Market, 4th Street, and Mission to East Bay Terminal. Coaches returned via Mission and 5th Street to Market.

SANSOME-MARKET SEWER CONSTRUCTION

Sewer construction work necessitated switching back streetcars at 11th & Market on the weekend of March 3-4, as well as on the weekend of March 11-12, 1967. Connecting motor coach service was provided between 11th & Market and the East Bay Terminal.

ANNUAL YOUTH CONCERTS

Special arrangements were made by the Traffic and Transportation Departments to transport approximately 10,000 students from the various elementary schools throughout the City to the San Francisco Opera House for the annual Youth Concerts on March 7, 8, 10, and 17, 1967.

SCHEDULES

New schedules have been prepared for the Powell Street cable lines, starting March 19, 1967, to provide additional service for the pre-summer season. Effecting this change on that date also results in more carrying capacity in the pre-Easter shopping period.

Schedule material has been distributed for the regular spring sign-up, which will become effective April 2, 1967. This includes conversion of Potrero Division schedules to the electronic data processing system. The new schedules for Kirkland Division provide for four additional trips on Express Line No. 2 during the morning peak period and for an adjustment in headways on Express Line No. 2 during the afternoon peak period to improve load distribution.

DELAYS ON HAIGHT STREET

One coach has been added to Line No. 71 and one coach has been added to Line No. 72 Sundays and holidays, commencing February 22, 1967, to absorb delays due to severe traffic congestion on Haight Street between Baker and Stanyan. The Municipal Railway Traffic Department is also conducting additional running time studies and making special passenger checks on Haight Street west of Masonic toward developing recommendations for additional corrective measures, including rerouting possibilities.

PLATFORM MANPOWER

The most recent weekly report shows a shortage of nine platform employees. This indicates a major improvement over conditions which have existed over the past several years, where the shortage has been considerably more acute.

MUNI MAN OF THE MONTH

Operator James T. Long, Cap 580, became the 188th Muni Man of the Month at ceremonies conducted at Presidio Division on February 27. Mr. Thomas P. White, President of the Public Utilities Commission, presented the Certificate of Merit to Operator Long. Mr. James J. Finn, Secretary and Assistant General Manager of Public Utilities, represented Mr. James K. Carr.

TRANSIT BRIEFS

WASHINGTON, D.C. - The Nation's urban bus riders are finding it easier these days to get to their jobs, to schools, hospitals and other facilities as a result of the Federal Government's program of transit grants administered by the U.S. Department of Housing and Urban Development. HUD reported that 27 cities and transit authorities in 16 states participated during 1966 in the urban mass transportation capital grant program to upgrade their transit systems.

Federal grants totaling nearly $113 million helped to pay for 1,037 new buses and 35 rail commuter cars and for the rehabilitation of an additional 26 buses, as well as other transit equipment and facility improvements.

SAN DIEGO, CALIFORNIA - March 31 is the new deadline set by the City Council for the city non-profit transit corporation to purchase the bus system here. The delay was due to a taxpayers suit challenging the city's right to collect a transit tax and operate charter buses in competition with private firms. Purchase price of $3.9 million has not been changed by the delay, city officials said.

DES MOINES - The cash fare for rides on Des Moines buses was raised a nickel to 35 cents last week as the transit company put a higher fare structure into effect, following city council approval. In addition to the boost in the basic fare from 30 cents to 35 cents, the token rides were increased from five for $1.50 to five for $1.60 and hiked the cost of weekly passes from $4.25 to $4.75.

SAN FRANCISCO - An electrical power system utilizing 1000-volt direct current rather than alternating current has been recommended for the San Francisco Bay Region's new rail rapid transit network.

The DC distribution system will have a significantly higher voltage than other U.S. transit systems, which are mostly in the 600-volt range.

WASHINGTON - The U.S. Department of Housing and Urban Development has announced approval of a $666,000 grant to Seattle, Washington, for technical studies related to the implementation of a planned rail rapid transit system for that city. The grant is among the first made under the Technical Studies Program authorized by a 1966 amendment to the Urban Mass Transportation Act.

DETROIT, MICH. - General Motors is delivering ten new buses to the New York City Transit Authority equipped with experimental mufflers designed to control bus exhaust odor. The GMC Truck and Coach Division said the vehicles were among the last of 682 buses previously ordered by New York City.

The ten buses have experimental catalytic mufflers with a catalyst consisting of chemically coated ceramic pellets.

WASHINGTON, D.C. - Continuing its increased research and demonstration effort, the U.S. Department of Housing and Urban Development has announced approval of a $73,000 grant to West Virginia University to develop a method of performing transit traffic surveys electronically and automatically processing the data to achieve partial computer scheduling of transit services.

MEMPHIS - Two-way radios for almost 300 buses in the Memphis Transit Authority fleet are contemplated, it was announced here. Main reason for their installation on Memphis buses is for use when mechanical trouble develops on the lines. Now a driver must get out and get to a telephone, taking five to ten minutes to do so.

CHICAGO - The great "blizzard of '67" and its aftermath have cost the Chicago Transit Authority more than $1,425,000 to keep buses and subway trains moving during that period. From January 26 through Feb. 11, overtime pay of $762,332 accounted for almost one-half of the total storm expenditure. Of this amount, $343,349 was spent for overtime pay for surface operation, $119,383 for rapid transit operation, and $299,600 for non-operating employees in the Shops and Equipment, Utility, Electrical Engineering and miscellaneous departments.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

March 28, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Oliver M. Rousseau

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Goldman

The minutes of the regular meeting of the Commission held March 7,1967 were approved.

RESOLUTION NO.		On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolutions were adopted:
67-0228	A	Authorizing tenant work - installation identification lettering and emblems on buildings Plot 11 - Pacific Air Lines - $25,000
67-0229	A	Authorizing tenant work - kitchen and cafeteria modifications - Central Terminal - Interstate Hosts, Inc., - $125,000
67-0230	A	Authorizing tenant work - New Electric Feeder - Barge Terminal - Shell Oil Company - $6,000
67-0231	A	Authorizing tenant work - install a remote control system - Barge Terminal - Shell Oil Company - $15,000
67-0232	A	Attendance at Airport Operators Council International Special Technical Conference, Houston, Texas - April 10-14, 1967
67-0233	A	Space Permit to Air California
67-0234	A	Completion of professional engineering services contract - Remodeling Central Terminal Building - Edward B. Page-Gould and Degenkolb - As modified $102,000
67-0235	W	Award of Contract WD 1256--Laying 8-Inch and 12-Inch Cast Iron Mains in Burnett Avenue, East of Twin Peaks Boulevard, to McGuire & Hester of Oakland - Net amount, $9,165.00
67-0236	W	Award of Contract WD 1284--Excavation and Repaving for Water Service Renewals, to Associated Pipe Line, Inc., - Net amount - $27,390.00
67-0237	W	Revocable Permit to R. C. Henderson
67-0238	W	Revocable Permit to Gary Lee Payton
67-0239	W	Revocable Permit to Pacific Gas & Electric
67-0240	W	Revocable Permit to Nancy R. Montgomery; Stipulation quieting title in favor of City and against Nancy R. Montgomery

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Stack, seconded by Commissioner Goldman, the following resolution was adopted:

67-0241 M Approving effective April 1, 1967, changes in routing of Haight Street transit lines for Saturdays, Sundays and holidays only, due to the severe traffic congestion which occurs on Haight Street between Broderick and Stanyan Streets on said days; and authorizing installation of one block of trolley wire on eastbound Waller between Ashbury and Masonic Streets.

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolutions were adopted:

67-0242 W Water Departmental Request for Funds

67-0243 W Settlement of claim against Water Department, in favor of Mrs. Aurelia Rustici, $1,657.00

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolution was adopted:

67-0244 A Authorizing City Attorney to intervene and participate in Southern Tier Competitive Nonstop Investigation Case, without carrier preference - CAB Docket 18257

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolution was adopted:

67-0245 A Professional services agreement - Hogan & Hartson to attend the current CAB hearings in the Transpacific Route Investigation in Washington, D. C.

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolution was adopted:

67-0246 A

Heliport - approving lease with Redevelopment Agency for operation of non-public auto parking facilities in the Embarcadero Lower Market Approved Redevelopment Project Area E-1; to be used solely by officers and employees of the Port Authority, its tenants and their employees; and to permit assignment of said lease by City to the Port Authority for such purposes for the period of three years terminating May 31, 1970.

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolution was adopted:

67-0228-MR

Approving payment of claims against the Municipal Railway - total amount $61,023.97

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Commissioner White announced that Miss Ann Coughlin, a graduate of the University of Redlands and now an intern with the Coro Foundation, was present in the audience. Miss Coughlin has been assigned to the Grand Jury Office.

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In discussing Resolution No. 67-0229, authorizing Interstate Hosts tenant work, Commissioner White asked if there is any way to enlarge the coffee shop facilities in the Central Terminal.

Airport General Manager, George F. Hansen, said there is a possibility through the construction program under the bond issue by relocating some of Interstate's facilities, thus providing more space. Mr. Hansen said the problem has been discussed with Mr. McCabe, he has added personnel and checked the shift schedules and numbers of patrons, and there will be some improvement.

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With regard to the AOCI conference item, Commissioner Stack asked that the Commissioners be furnished with copies of transcripts of the various presentations. This information will be helpful in view of the decisions to be made in the next few months concerning airport expansion.

Mr. Hansen said these are all circulated to the membership and he will forward the Commissioners copies.

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In discussing Resolution No. 67-0240, relative to issuance of Revocable Permit for driveway purposes and incidental landscaping in exchange for stipulation to a decree quieting title in favor of City and against Nancy Montgomery in connection with a lot in Highlands of Emerald Lake Subdivision 1 acquired for Bay Division Pipeline No. 3 right of way, Public Utilities Counsel, William F. Bourne, explained Nancy Montgomery and her husband had been using the City's right of way property, which is immediately contiguous to their property, under claim of right, including payment of taxes to gain title by prescription.

In response to the Commissioners' questions, Mr. Bourne said this was the only instance he knew of where taxes were being assessed against another party on a parcel owned by the City.

The Commission requested the Water Department in cooperation with the City Attorney's Office, put San Mateo County, Alameda County, and Santa Clara County, as well as the Tuolumne and San Joaquin Counties, on notice of this particular instance and request that they search out their tax roles to ascertain whether or not duplication of this situation exists in connection with Public Utilities Commission land in their respective counties.

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In view of the fact that television reporters were present, Supplemental Calendar 1, Item 2, rerouting of buses off Haight Street, was taken out of order.

Mr. James J. Finn, Acting General Manager of Public Utilities, asked Vernon W. Anderson, Municipal Transit System General Manager, to explain the proposed changes on Haight Street designed to relieve the traffic congestion that occurs between Broderick and Stanyan Streets on Saturdays, Sundays and Holidays.

Mr. Anderson explained the proposed changes with the aid of a wall diagram. It consisted basically of rerouting the Nos. 71 and 72 lines to Page Street and the No. 43 to Waller and the use of motor coaches on the No. 7 line on Saturday and rerouting them over Page Street.

He said the worst congestion is on Saturdays, Sundays and Holidays. However, last week while school was out, the congestion was bad all week, which may be an indication of what can be expected when school is out during the summer.

Mr. Anderson said the proposal was discussed with Max Singer, President of the Haight-Ashbury Improvement Association, who concurred that the situation was critical on weekends, but did not feel the weekday situation warranted rerouting as yet. Mr. James Browne, President of the Haight-Ashbury Neighborhood Council also concurred in the necessity for some immediate action.

Commissioner Stack was concerned with how the people were going to know when the buses were running on Waller and Page Streets, and when on Haight Street.

Mr. Anderson said the changes would be effective between 10:00 a.m. and midnight. Over 40 signs, directing people from Haight Street to the adjoining streets have been prepared, giving the hours of service.

Commissioner Stack asked if staff had given any consideration to questioning the residents of the various community groups in the Sunset, Irving, Noriega districts as to their opinions with regard to this change.

Mr. Anderson said they have been contacted. Most of the letters and telephone calls received supported the necessity for rerouting.

Commissioner Stack said in order to afford the citizens of the City who are productive and law-abiding the ability to make the trip from the outer Sunset to downtown in less than one and one-half hours it is now taking them, why not give consideration to making this a permanent change for seven days at all hours. He said these people (the hippies) in the Haight-Ashbury district wish to be isolated and this would accomodate them.

He asked if consideration was given to making additional express routes to the Sunset along the perimeter of Waller, Page, so as to have an effective by-pass for people who do not intend to go there in the first place.

Commissioner Stack said it was demoralizing to know that the school children have to travel through this non-man's land two times a day. He felt the Commission, as citizens, owed it to them to at least isolate them from this area, which is not an American way of life, and not force them to travel through there. He said this permissiveness which we have allowed to grow like a wild mushroom is something we ought to end.

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Commissioner Goldman also felt it would be less confusing and would provide better service to the Sunset district riders if this were a change for seven days in the week at all hours. That this temporary adjustment should be on a total basis rather than a weekend basis.

Mr. Finn explained consideration must be given to the needs of all the people, the people in the Haight-Ashbury district and the merchants on Haight Street as well. He, Mr. Anderson, and the Municipal Railway staff have discussed this at length. The presentation made meets the present need, and if the situation deteriorates, a further recommendation will be brought back to the Commission.

Miss Marguerite Warren, of 1746-32nd Ave., San Francisco, felt more attention should be given to providing better service to the people residing in the Sunset who must ride through the Haight-Ashbury district. She said she agreed with Commissioner Stack, the change should be also during the week days, in consideration of the working people riding the buses.

Commissioner Stack moved amendment of the proposed resolution to provide that the rerouting schedule mentioned for the Nos. 71 and 72 lines be seven days a week, 24 hours a day. Commissioner Goldman seconded.

Commissioner White questioned Mr. Bourne whether this constituted abandonment, and necessitated action by the Board of Supervisors.

Mr. Bourne said that under the circumstances the switch to permanent discontinuance of service and rerouting through some other area would demand under the Charter that the matter go to the Board.

Mr. Finn explained it has been the long-standing policy of the Public Utilities Commission to hold public hearings in instances of this nature so that the Commission may hear from all interested parties.

Commissioner Goldman then suggested that action be taken on the resolution as presented today and that matter of a seven-day week operation be presented at the next meeting.

Commissioner Stack withdrew his amendment and moved adoption of the resolution as originally presented covering Saturdays, Sundays, and Holidays only. Commissioner Goldman seconded and Resolution No. 67-0241 was adopted.

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Commission recessed at 3:12 p.m. for a television interview, and resumed 15 minutes later.

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Mr. Finn explained Resolution No. 67-0246, approving a three-year lease with the Redevelopment Agency for parking lots in certain areas in the Embarcadero Lower Market Approved Redevelopment Project Area E-1, in connection with the development of the temporary downtwon heliport.

The leased area is to provide no less than 150 parking stalls, and is to be used solely by officers and employees of the Port Authority, its tenants and their employees. The Commission will enter into sublease with the Parking Authority for this parking area in exchange for that located at the north end of the Ferry Building at the site of the temporary heliport.

He said a letter addressed the Public Utilities Commission was received late yesterday from Jerd F. Sullivan, President of the Golden Gateway Parking Corporation, expressing concern this will prove seriously competitive to the public parking presently being offered by that corporation. Copies of Mr. Sullivan's letter were distributed to the Commission.

Mr. Finn said he subsequently talked to John Busterud, Counsel for the Parking Corporation, and Mr. Sullivan, and told them public parking is not contemplated--this will be confined to the tenants and employees of the Parking Authority. It is planned to light the areas, properly sign and exercise reasonable control so the lots will be confined to the use of these people for which it is designed.

John Busterud was present, and was granted permission to speak.

Mr. Busterud said he felt the agreement between the City and the Golden Gateway Parking Corporation under which the non-profit garage was constructed, was pretty much overlooked in these negotiations.

He said the non-profit corporation was formed to aid the City in building the garage, and cited Paragraph 12 of their agreement with City dated December 22, 1964, ".....it is agreed City will not acquire, construct or cause to be constructed any parking facility which would adversely affect the ability of the Corporation to pay its indebtedness out of revenues from facilities to be constructed by the Corporation." This was insisted upon by the lenders before Golden Gateway Parking Corporation could get financing for this 1300 car garage. This is a broad covenant. He said that now there was a change in the original plan. The original plan was that parking would be confined to certain areas (which he then indicated on a map he had).

Mr. Busterud said he could not speak this afternoon, saying that the Golden Gateway Parking Corporation agreed, because the Directors have not seen the resolution. He said there should be (1.) a gate arrangement or adequate control; and (2.) no entrance to the parking lot along Clay or Davis Streets, and preferably on Drumm Street which is closer to the Ferry Building. He felt the lease was not drafted strongly in that regard and would open the door to breaches.

Commissioner Goldman suggested as a control some type of sticker for authorized cars, and penalty for unauthorized cars.

Commissioner Stack said it is not the Public Utilities Commission's intention to go into the parking business in this area--it is a matter of quid pro quo for the three years during which time the Commission is searching for a permanent site for the heliport.

Mr. Busterud said he had no power other than to ask the inclusion of some safeguards as he suggested. He also mentioned the "unrealistic" rate of $10.00 per month.

Mr. Finn emphasized the fact that the lots were not to be used for public parking, but were to be restricted to employees of the Port Authority, its tenants and their employees.

Commissioner Goldman said he would sympathize on this point--he did not think the Port Authority had any business being in the parking business, certainly at rates which were not competitive--but the Public Utilities Commission's concern is to get the heliport going.

Mr. Finn said it is the Commission's intention to cooperate to every extent possible to prevent direct conflict with the operation of the Golden Gateway garage.

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Communications:

None

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General Manager of Public Utilities Calendar Items:

None

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Roll Call:

On motion of Commissioner Stack, seconded by Commissioner Goldman, and unanimously adopted, the Commission directed Mr. Anderson to prepare the necessary studies and present to the Commission for consideration on April 11, a proposal for the rerouting of the Nos. 71 and 72 lines, for a period of six months, according to the diagram presented for the weekend rerouting (outbound on Page, inbound on Waller), or any other alternate which management may deem more practicable, for seven days a week, 24 hours a day.

Mr. Finn said he would consult with Public Utilities Counsel as to whether this constituted an "abandonment" in which case, if it is decided to go ahead with such proposal, the next step would be public hearing by the Public Utilities Commission, and then referral to the Board of Supervisors for action.

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Commissioner Goldman asked the schedule date of operation of the heliport.

Mr. Hansen estimated 90 to 120 days. It will be necessary to conclude an agreement with the Port Authority, and then a fixed-base operator's agreement with San Francisco/Oakland Helicopters.

Mr. Moore estimated construction time will be 90 days.

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Commissioner Goldman requested that Mr. Hansen conduct a study immediately on the availability of qualified local architects, with regard to the planning and design airport expansion program, and to have the material ready for consideration at the next Commission meeting.

THEREUPON THE MEETING ADJOURNED.

James J. Finn

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PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 57-[illegible]

RESOLVED, That this Commission hereby approves the drawings, identified as Exhibit "A," submitted by Pacific Air Lines, whereby said Company, at its own and sole expense and without rental credit, will install identification lettering and Company emblems on the office and hangar buildings and do all other necessary and related work at the Pacific Air Lines Maintenance Base on Plot 11 at San Francisco International Airport; said drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Pacific Air Lines to proceed with said work subject to the requirements of the Art Commission of the City and County of San Francisco; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1957

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0229

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A", submitted by Interstate Hosts Inc. whereby said Company, at its own and sole expense and without rental credit, will construct modifications in the kitchen and cafeteria facilities in the Central Terminal Building at San Francisco International Airport; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon, and subject to the understanding that Interstate Hosts Inc. will assume all responsibility for any odors that may be drawn into the system due to the location of the ventilation intake, and that in the event the system results in intolerable conditions in the cafeteria, Interstate Hosts Inc. shall be required to make such corrections and additions as may be necessary to correct the situation; and, be it further

RESOLVED, That this Commission hereby authorizes Interstate Hosts Inc. to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves the drawing, identified as Exhibit "A", submitted by Shell Oil Company, whereby said Company, at its own and sole expense and without rental credit, will install a new electrical feeder and do all necessary and related work at the Company's Barge Terminal at San Francisco International Airport; said drawing having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Shell Oil Company to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0271

RESOLVED, That this Commission hereby approves the drawings, identified as Exhibit "A", submitted by Shell Oil Company, whereby said Company, at its own and sole expense and without rental credit, will make all connections and other work necessary for the installation of a remote control system to operate pipeline manifold valves at the Company's Barge Terminal facilities at San Francisco International Airport; said drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Shell Oil Company to proceed with said work subject to the requirements of the Art Commission of the City and County of San Francisco; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0232

RESOLVED, That the General Manager of Public Utilities is authorized to designate two persons to attend the Airport Operators Council International Special Technical Conference convening in Houston, Texas, April 10 - 14, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0233

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Air California

Space:	Central Terminal Building			
	Upper Level			
	Room 102B.1a	276 sq.ft.		
	" 145	240		
		516 sq.ft.	@$1.00	$516.00
	Room 128.1b	92 sq.ft.	@$1.00	92.00
(New)	" 128.1a	78 sq.ft.	@$1.00	78.00
	Lower Level			
	Room 3B, 5B, South Concourse	1,360 sq.ft.	@.50	680.00
	Pier E, Lower Level			
	Room 51 (Gate 44)	960 sq.ft.	@.50	480.00
	Room 49.1	214 sq.ft.	@.50	107.00
	Plot 17 - Paved Area			
	1 Aircraft Position adjacent to airmail	23,000 sq.ft.	@.00625	143.75
				$2,096.75 month

Monthly Consideration: $2,096.75

Effective Date: April 1, 1967

BE IT FURTHER RESOLVED, That this Commission hereby terminates as of the effective date set forth above that certain Airport Space or Use Permit previously issued to the above permittee under authority of Resolution No.67-0172 adopted March 7, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-231

WHEREAS, Professional engineering services in connection with the Remodeling of the Central Terminal Building at San Francisco Intetnational Airport were to be performed by the Architectural - Engineering firm of Edward B. Page-Gould and Degenkolb under contract with expiration date November 30, 1965; and

WHEREAS, Final payment becomes due on completion of construction work; and

WHEREAS, All construction work under Airport Department Contract No. 354, was scheduled for completion on October 24, 1965 but was not actually completed until February 10, 1967, which was 437 days after the expiration of subject professional service contract; and

WHEREAS, the Engineers performed their portion of the work satisfactorily but additional time was necessary because of acts by others over which the Engineers had no control; now therefore be it

RESOLVED, That this Commission hereby grants an extension of 437 calendar days to February 10, 1967; and be it further

RESOLVED, That this Commission accepts the work as satisfactorily completed and approves Certificate of Acceptance and Authorization for Final Payment in the amount of $7,650.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1284 -- Excavation and Repaving for Water Service Renewals - to Associated Pipe Line, Inc., in the amount of $27,390.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0236

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1256 - Laying 8-inch and 12-inch Cast Iron Mains in Burnett Avenue, East of Twin Peaks Boulevard - to McGuire & Hester in the net amount of $9,165.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: R. C. HENDERSON

Permit to occupy for picnic ground purposes, that certain 7.5 acre parcel of land adjoining the Clarke Bridge, Niles Canyon area, Alameda County; subject to a monthly consideration of $75 per month.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1208

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: GARY LEE PAYTON

Permit to occupy, for domestic garden purposes, a portion of Bay Division Pipelines 3 and 4 right of way; said portion being opposite Lot 81, Block 4, southerly of Olive Avenue, Fremont. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0239

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: PACIFIC GAS AND ELECTRIC COMPANY

Permit to extend a 12 KV overhead power line across a portion of the 54-inch San Andreas Pipeline right of way easement; said crossing being southeasterly of the intersection of San Bruno Avenue and Junipero Serra Boulevard, City of San Bruno, San Mateo County. Subject to a $50 permit fee.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0240

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: NANCY R. MONTGOMERY

Permit to occupy for driveway purposes and incidental landscaping that portion of Lot 17, Block 9, Highlands of Emerald Lake Subdivision No. 1, acquired for the Bay Division Pipeline No. 3 right of way. Fee waived in consideration of offsetting benefits to the Department; and

BE IT FURTHER RESOLVED, the City Attorney is authorized to stipulate to a decree quieting title to the said lot in City against the said Nancy R. Montgomery in that certain action in San Mateo County Superior Court entitled "City and County of San Francisco, a municipal corporation, Plaintiff vs. Nancy R. Montgomery, Defendant No. 121079."

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

WHEREAS, This Commission is cognizant of the severe traffic congestion which occurs on Haight Street between Broderick and Stanyan on Saturdays, Sundays, and Holidays, resulting in serious delay to transit patrons using the Haight Street transit lines; and

WHEREAS, The warrant for corrective measures is recognized; now, therefore, be it

RESOLVED, That the Municipal Railway staff be authorized and directed to proceed as follows:

1. Effective April 1, 1967, reroute Line #71-72 on Saturdays, Sundays, and Holidays, outbound from Haight & Broderick via Broderick, Page, Shrader and Frederick, to Stanyan & Frederick; and, inbound from Stanyan & Frederick via Frederick, Shrader, Waller and Masonic to Haight & Masonic.

2. Effective April 1, 1967, reroute Line #43 on Saturdays, Sundays, and Holidays, southbound from Haight & Masonic via Masonic and Waller to Cole & Waller; and, northbound from Cole & Waller via Waller and Masonic to Haight & Masonic.

3. Prepare new schedules to take effect as soon as practicable substituting motor coaches for trolley coaches on Line #7 on Saturdays -- such Line #7 motor coaches to be routed outbound from Haight & Broderick via Broderick, Page and Shrader to Haight & Shrader -- and returning inbound from Haight & Shrader via Shrader, Waller and Masonic to Haight & Masonic.

4. Make such further adjustments and revisions in schedules for Lines #6, #7, #8, #43, and #71-72, as may be required to permit closer adherence to schedules.

5. Install one block of trolley wire on eastbound Waller between Ashbury and Masonic to connect present inbound trolley wires on Waller with present inbound trolley wires on Masonic -- this work to be done by Municipal Railway forces utilizing used trolley wire and material to the extent practicable at an estimated cost of $4,000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-1232

RESOLVED, That this Commission hereby requests the Controller's approval of San Francisco Water Department "Request for Funds", in the amount of $15,800.00, to provide additional funds for Contractual Services Appropriation No. 6.745.200.000.000.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-243

RESOLVED: That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer, San Francisco Water Department, the Senior Claims Investigator thereof, and the City Attorney, this Commission approves and hereby requests the Controller to draw warrant in favor of Mrs. Aurelia Rustici, in the amount of $1,657.00, in settlement of claim against the San Francisco Water Department, arising from damage to claimant's property, on August 4, 1966, at 1841-45 Powell Street, San Francisco, California.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0[illegible]

WHEREAS, the Civil Aeronautics Board on March 10, 1967, issued Order No. E-24847 wherein it instituted an investigation designated the Southern Tier Competitive Nonstop Investigation, Docket No. 18257, to determine whether the public convenience and necessity required alteration, amendment or modification of carrier authorizations so as to authorize unrestricted nonstop service in the following markets, among others:

Atlanta - Dallas/Fort Worth
- Los Angeles/Long Beach
- San Francisco
Dallas/Fort Worth - Los Angeles/Long Beach
- New Orleans
- San Francisco
- Tampa/St. Petersburg/Clearwater
Houston - Los Angeles/Long Beach
- San Francisco
Miami/Fort Lauderdale- New Orleans
- Dallas/Fort Worth
- San Francisco
- Los Angeles/Long Beach
- Houston
- Tampa/St. Petersburg/Clearwater
New Orleans- San Francisco
- Los Angeles/Long Beach
- Tampa/St. Petersburg/Clearwater

and

WHEREAS, the City and County of San Francisco has a vital interest both in the present and in the future air transportation route structure under investigation in said proceeding; and

WHEREAS, it is essential that the City and County of San Francisco become a full participant in the Southern Tier Competitive Nonstop Investigation case as indicated by C.A.B. Order No. E-24847 or any subsequent Board order pertaining thereto; and

WHEREAS, the City and County of San Francisco has constantly advocated competitive air carrier service without carrier preference in both domestic and international air markets; now therefore, be it

RESOLVED, That the General Manager of Public Utilities is hereby authorized to request the City Attorney to intervene and fully participate in the Southern Tier Competitive Nonstop Investigation case as indicated by C.A.B. Order No. E-24847 or subsequent order pertaining thereto; and

FURTHER RESOLVED, that this Commission supports nonstop competetive service in the Southern Tier markets in issue without carrier preference.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0245

RESOLVED, That this Commission hereby approves and authorizes the City Attorney to employ as special counsel the law firm of Hogan & Hartson for temporary purposes to assist the City Attorney in connection with the hearings now being held by the Civil Aeronautics Board at Washington, D. C. on the Transpacific Route Investigation Case, Docket No. 16242, and in connection with the preparation of any material, oral or written, that might be related thereto; and be it further

RESOLVED, That this Commission agrees to pay said special counsel an amount not to exceed $50.00 per hour for services rendered, the total amount not to exceed $5,000.00; and be it further

RESOLVED, That the City Attorney is hereby authorized to further negotiate with the said Washington, D. C. law firm of Hogan & Hartson concerning the manner of the payment of fees, the specific services to be rendered and all other matters necessary for the performance of these legal services by them.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0346

WHEREAS, this Commission on September 20, 1966, by Resolution No. 66-0761, found and determined that a public heliport in the City and County of San Francisco is a public convenience required by and incident to passenger service at San Francisco International Airport, and therefore a necessary adjunct to operation of said Airport; and

WHEREAS, the San Francisco Port Authority has offered to lease to City that certain automobile parking lot on the north side of and adjacent to the Ferry Building for use as a public heliport for a term of three (3) years, commencing on June 1, 1967; and

WHEREAS, San Francisco & Oakland Helicopter Airlines, Inc. has offered to enter into an agreement with City to conduct a helicopter fixed base operation on said proposed public heliport and to apply for a permit to provide a helicopter passenger service from said heliport, and has advised City that it is desirous of conducting a helicopter passenger service between said proposed public heliport and City's International Airport and other communities and airports; and

WHEREAS, the Redevelopment Agency of the City and County of San Francisco is the owner of certain parcels of land located in the Embarcadero-Lower Market Approved Redevelopment Project Area E-1, in the City and County of San Francisco; and

WHEREAS, City has requested said Agency to lease such property to it for operation of a nonpublic auto parking facility to be used solely by officers and employees of said Port Authority, its tenants and their employees, and to permit assignment of said lease by City to Port Authority for such purposes for the period of three (3) years, as aforesaid, during which time City shall use Authority's above described parking lot adjacent to and north of the Ferry Building as a public heliport; and

WHEREAS, the Redevelopment Agency adopted its Resolution No. 34-67 on March 7, 1967, authorizing the leasing of the hereinafter described property to City; now, therefore, be it

RESOLVED, That this Commission approves the terms and conditions of a form of proposed lease to City by said Redevelopment Agency, copies of which lease are on file with Commission's Secretary, of the following real property situated in the City and County of San Francisco:

> All or part of those certain lots in Blocks 232, 233 and 234, as shown on that certain San Francisco Redevelopment Agency Map entitled "Lease Area -- City and County of San Francisco -- Non-Public Parking Facility -- Embarcadero-Lower Market Approved Redevelopment Project Area E-1, dated March 28, 1967",

a copy of which map is attached hereto and made a part hereof marked Exhibit "A", and said lease provides, among other things, that:

1. The term of said lease shall commence on June 1, 1967, and terminate on May 31, 1970;

2. The leased area shall at no time provide less than one hundred fifty (150) automobile stalls, amounting to approximately 52,000 square feet;

3. The rental rate shall be point zero one five five cents ($0.0155) per square foot per month, payable monthly, in advance, commencing on the date of commencement of the term of said lease;

4. City shall undertake improvements and construction necessary for the purpose for which the leased area is to be used and shall maintain such areas during the term of said lease; and all additions, except bumpers, attendant's offices, electric lighting standards, electric signs, moveable furniture and trade fixtures, shall become part of the realty and become the property of Agency upon termination of the lease;

5. Agency may substitute suitable lands in the event it is required to convey to the developers any of these areas under lease to City, and in such event Agency will backfill and surface such substituted lands for City's use at Agency's expense;

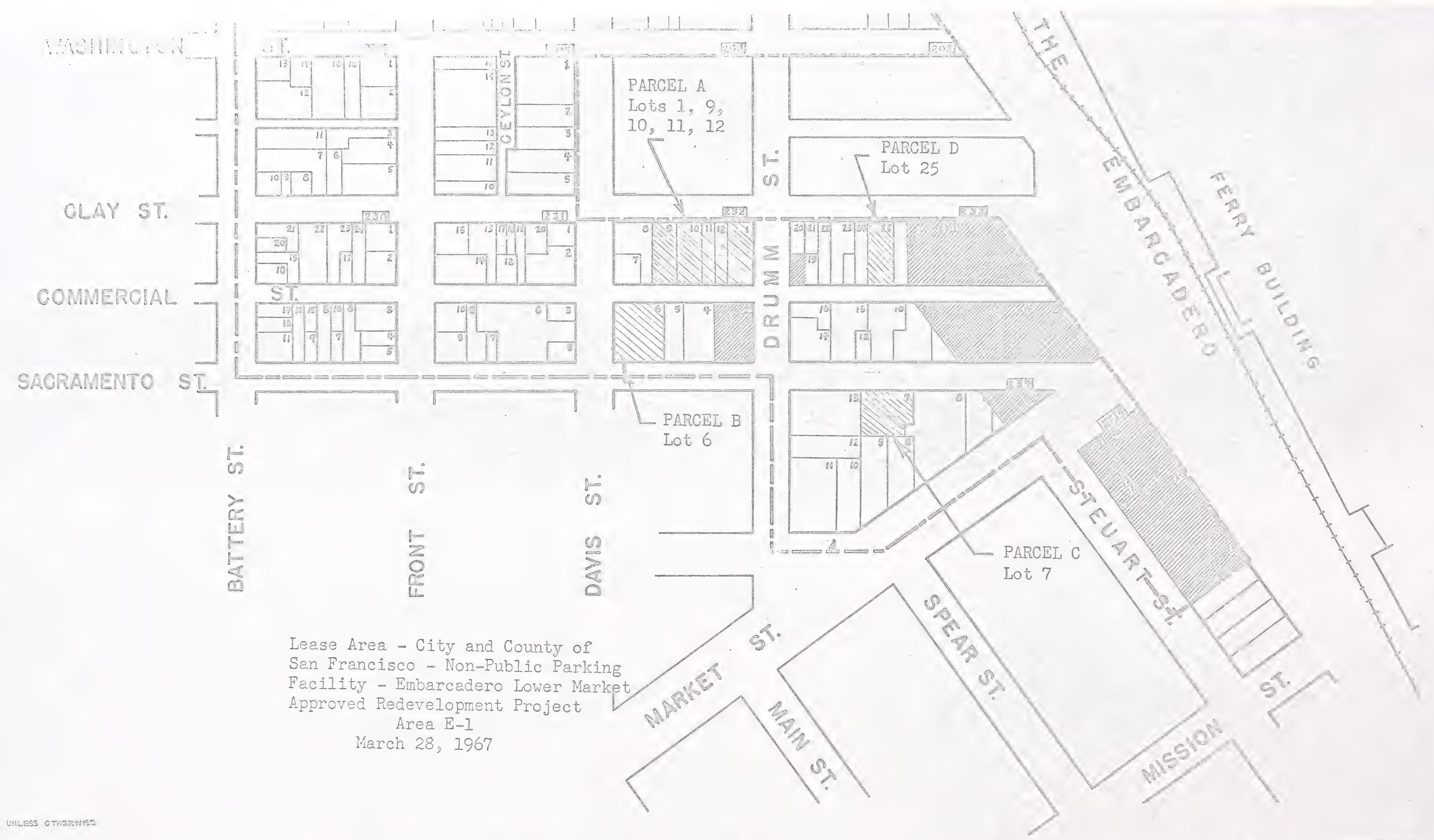
6. Agency consents to assignment by City to the Port Authority of its rights and obligations under said lease, otherwise, neither party may assign nor may City sublet without written consent of the other party first obtained; and be it further

RESOLVED, That in accordance with the provisions of Sec. 91 of the Charter of the City and County of San Francisco the Director of Property is requested to arrange for said lease by and through the Board of Supervisors of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of MARCH 28 1967

Secretary and Assistant General Manager


WASHINGTON ST.
CLAY ST.
COMMERCIAL ST.
SACRAMENTO ST.
BATTERY ST.
FRONT ST.
DAVIS ST.
DRUMM ST.
CEYLON ST.
MARKET ST.
MAIN ST.
SPEAR ST.
STEUART ST.
MISSION ST.
THE EMBARCADERO
FERRY BUILDING
230
231
232
233
234
PARCEL A
Lots 1, 9, 10, 11, 12
PARCEL B
Lot 6
PARCEL C
Lot 7
PARCEL D
Lot 25

Lease Area - City and County of
San Francisco - Non-Public Parking
Facility - Embarcadero Lower Market
Approved Redevelopment Project
Area E-1
March 28, 1967

BE ACQUIRED UNLESS OTHERWISE

NO. 231

▨

ACQUISITION MAP

EMBARCADERO - LOWER MARKET REDEVELOPMENT PROJECT AREA E-1
REDEVELOPMENT AGENCY OF THE CITY & COUNTY OF SAN FRANCISCO

APPROVED BY THE
REDEVELOPMENT
AGENCY OF THE
CITY AND COUNTY
OF SAN FRANCISCO
ON [illegible]

REVISION
NO. DATE

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0228-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
TC California State Automobile Association and Frank Vredenburg	January 7, 1967	$ 673.97
MC Veda D. Dolle and Fred Dolle	September 23, 1966	650.00
Litigated Settlements		
TC Evelyn LaVine	October 19, 1962	1,200.00
MC Lonnie Manning (In the case of Lonnie Manning and Lula Manning)	August 3, 1963	60,000.00*

and be it further

RESOLVED, That the portion of Resolution No. 66-0001-MR, adopted January 4, 1966, pertaining to payment of litigated settlement in favor of Emma Hurley, in the amount of $1,500.00, is hereby rescinded. -1,500.00**

$61,023.97

Appropriation No. 6.735.804.000	$34,973.97
*Appropriation No. 6.735.804.999	27,550.00
*Appropriation No. 5.735.804.000	-1,500.00
	$61,023.97

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of March 28, 1967

Secretary and Assistant General Manager, Administrative

3/28

CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION

MUNICIPAL RAILWAY
949 PRESIDIO AVENUE
San Francisco, Calif. 94115

March 23, 1967

TO: Mr. James K. Carr
General Manager of Public Utilities

FROM: V. W. Anderson, General Manager
San Francisco Municipal Railway

SUBJECT: Major Delays to Transit Patrons on Haight Street
--Proposed Re-routing
--Other Corrective Measures

As indicated in the last two Municipal Railway Monthly Reports, severe traffic congestion has developed on Haight Street, resulting in major delay to transit patrons. The situation is acute on Saturdays and Sundays, and the outbound delay is more severe and covers a greater distance than inbound.

Investigation indicates that there is warrant for certain prompt corrective action. Accordingly, the following changes in routing are recommended for Saturdays, Sundays, and holidays only for Lines 71, 72, and 43, effective April 1, 1967:

	Present	Proposed
Lines 71-72:		
Outbound:	Haight	Haight
		Broderick
	Stanyan	Page
		Shrader
	Frederick	Frederick
Inbound:	Frederick	Frederick
		Shrader
	Stanyan	Waller
		Masonic
	Haight	Haight
Line 43:		
Northbound:	Cole	Cole
	Haight	Waller
	Masonic	Masonic
Southbound:	Masonic	Masonic
	Haight	Waller
	Cole	Cole

The proposed changes in weekend motor coach routing have been discussed with Mr. Max Singer, President, Haight-Ashbury Merchants and Improvement Association, as well as with Mr. James Browne, President of the Haight-Ashbury Neighborhood Council. Both stated that they are aware of the very difficult situation which exists on Saturdays and Sundays and indicated that they could understand that the Municipal Railway is in a position where some improvement must be pursued. Mr. Singer also stated that he did not believe that the weekday situation had reached a point where re-routing is necessary but conceded that weekday conditions are difficult this week because of school vacation.

Additionally, I have talked with Mr. Myron Tatarian, Director of Public Works; and his department is making changes next week to provide two westbound traffic lanes on Haight Street and one inbound lane in lieu of the existing single traffic lane in each direction.

Trolley coach lines 6 and 7 also operate on Haight Street on Saturdays and Line 6 on Sundays. It is hoped that providing an additional traffic lane outbound will afford some relief. However that may be, the Municipal Railway Schedule Department has been requested to prepare new schedules for Lines 6 and 7 to accomplish the following changes:

> Use motor coaches instead of trolley coaches on Line 7 on Saturdays so that such coaches may follow the Page Street route designated above for Lines 71 and 72 to Shrader and return via Waller to Masonic.
>
> Separate Line No. 6 from Line No. 8 on Sundays to avoid transmitting delays from one line to the other. Also provide other adjustments on Saturdays and Sundays to permit closer adherence to schedules.

It is recommended that authorization be obtained at this time to substitute motor coaches on Saturdays on Line No. 7 and to re-route them as indicated as soon as schedules can be completed and sign-ups conducted.

While weekday conditions do not indicate a warrant for immediate changes, the situation this week during the Easter school vacation period has been rather acute and probably indicates conditions which may be anticipated during the summer season.

For that reason, and as the Municipal Railway does not have a sufficient number of motor coaches to operate on Line 7 on weekdays, it is recommended that authorization be obtained to permit the Municipal Railway Line Department to install one block of trolley wire inbound on Waller between Ashbury and Masonic. This would provide a useful by-pass in case of delay and may be necessary for regular re-routing of inbound Line No. 7 trolley coaches in the future between Stanyan and Masonic. As previously indicated, some relief would be anticipated outbound by reason of an additional traffic lane. The estimated cost of the trolley wire installation for the block involved is approximately $4000, utilizing used trolley wire and appurtenances which are on hand.

A proposed resolution for your consideration and that of the Public Utilities Commission is transmitted herewith.

On approval, prompt arrangements will be made to notify the public of changes anticipated for April 1 by press releases and placing appropriate signs on poles at bus stops not only on Haight Street and on Stanyan but also on Page, Shrader and Waller.

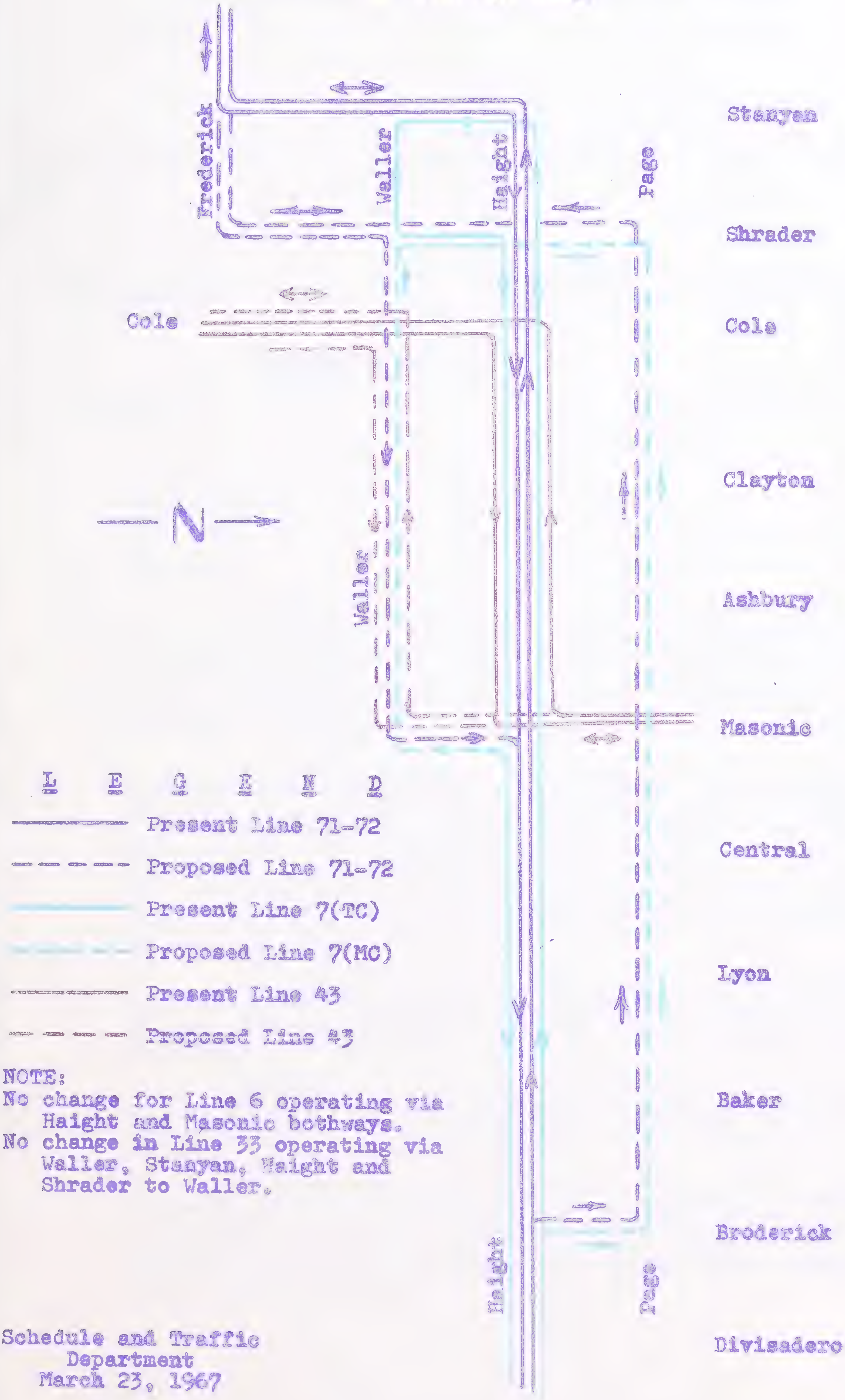
V.W.A.

Attachs.

VWA:eon

SAN FRANCISCO MUNICIPAL RAILWAY

Proposed Routing
of Lines 71, 72, and 43
on Saturdays, Sundays and Holidays
(also Line 7 on completion of new schedules substituting motor coaches for trolley coaches on Saturdays only)

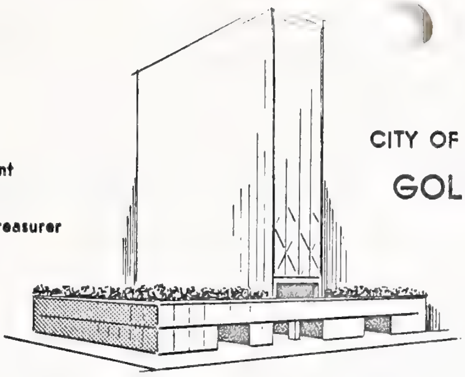

Frederick
Waller
Haight
Page
Stanyan
Shrader
Cole
Cole
Clayton
N
Ashbury
Waller
Masonic
Central
Lyon
Baker
Broderick
Haight
Page
Divisadero
L E G E N D
Present Line 71-72
Proposed Line 71-72
Present Line 7(TC)
Proposed Line 7(MC)
Present Line 43
Proposed Line 43

NOTE:
No change for Line 6 operating via Haight and Masonic bothways.
No change in Line 33 operating via Waller, Stanyan, Haight and Shrader to Waller.

Schedule and Traffic
Department
March 23, 1967

Directors:
J. F. SULLIVAN, JR., President
ELMER G. JOHNSON, Vice President
~~RUSSELL A. KENT, Vice President~~
FRANK G. CHAMBERS, Secretary-Treasurer

JOHN A. BUSTERUD, Counsel
Telephone: 982-3514



CITY OF SAN FRANCISCO
GOLDEN GATEWAY PARKING CORPORATION

March 27, 1967

San Francisco Public Utilities Commission
287 City Hall
San Francisco, California 94102

Gentlemen:

It has come to our attention that in negotiating a contract with the San Francisco Port Authority and the San Francisco Redevelopment Agency for location of a heliport adjacent to the Ferry Building, you are considering providing equivalent parking to that being presently utilized by the Port Authority at a location on Block 232 which will prove seriously competitive to the public parking presently being offered by this corporation.

It is the position of this corporation that any such agreement under which parking would be provided in competition with that being furnished by this corporation would constitute a breach of the agreement dated December 22, 1964, between the City and County of San Francisco and this corporation under which the nonprofit garage was constructed. Paragraph 12 of that agreement specifically provides that the City will not acquire, construct or cause to be constructed any parking facility which would affect adversely the ability of the corporation to pay its indebtedness out of revenues.

The Redevelopment Agency only recently acted to terminate the tenancies of private parking lot operators on other lots in the area on the finding that such lots did provide competition to the garage.

If there is a real need for parking spaces to be reserved for the Port Authority in an area as close to the garage as Block 232, all such needs can easily be met by this garage, with its capacity in excess of 1300 vehicles.

We also call to your attention that the rates to be charged by the Port Authority are in no way realistic, providing for a monthly rate of $10. Such a rate structure would attract many parkers who have no connection whatsoever with the Port Authority and would not, therefore, satisfy the special parking needs of the Port Authority.

XERO COPY XERO COPY XERO COPY XERO COPY

Our representatives will be happy to meet with the various City and State agencies involved in an effort to arrive at some solution which is compatible with the agreement presently in effect. Meanwhile, we request that no further action be taken to negotiate for Port Authority parking on Block 232 or any other block which would prove competitive to the garage corporation.

Yours very truly,

CITY OF SAN FRANCISO GOLDEN GATEWAY
PARKING CORPORATION

JFS:CR
cc: Mr. M. Justin Herman
San Francisco Redevelopment Agency

Mr. Arthur Becker
San Francisco Parking Authority

Entrance + controls

XERO COPY XERO COPY XERO COPY XERO COPY

4/28

MEMORANDUM

March 23, 1967

TO: James K. Carr

FROM: Arthur H. Frye, Jr.

SUBJECT: SAN FRANCISCO WATER DEPARTMENT
MONTHLY REPORT to the
GENERAL MANAGER OF PUBLIC UTILITIES

SAN FRANCISCO WATER DEPARTMENT

MONTHLY REPORT

TO THE

GENERAL MANAGER OF PUBLIC UTILITIES

March 28, 1967

WATER QUALITY

Turbidity of water in the Peninsula reservoirs, due to the January storms, has dropped considerably. Bacteriological quality of Crystal Springs water remained good and quality of San Andreas water improved, permitting a reduction in the chlorine dosage. The quantity of treated water delivered to consumers remained within the bacteriological limits of the U.S. Public Health Drinking Water Standard.

While delivery from Hetch Hetchy Aqueduct was shut down to prevent turbid water flushed from Canyon Tunnel from being delivered to consumers, the Coast Range Tunnel was drained, flushed and refilled prior to being put back into service.

During the planned shutdown of this aqueduct for connecting Alameda Creek Syphon No. 3 to the tunnel portals, the section of Foothill Tunnel below Red Mountain Bar will be drained, flushed and inspected to remove or minimize accummulations of silt that may cause turbidity problems.

Following construction work on Section A, Bay Division Pipeline No. 3, the pipe was filled, disinfected and flushed before being placed into service on February 23.

On February 24, Sunol Filtration Plant was shut down to facilitate equipment repairs.

During February, 104,200 feet of 3-inch through 12-inch diameter mains were flushed in the Sunset pressure zone. Eighty-three gate valves from 4-inch to 12-inch diameter were inspected for needed service and twenty-six blow-off valves were operated and checked during this main flushing operation.

In addition to the above, a total of 28 individual flushing operations were carried out. Sixteen were to correct dirty water conditions; all others were scheduled flushing operations to prevent the occurrence of dirty water conditions at locations known to be trouble spots.

WATER CONDITIONS

Following the heavy storms of January 20-21, no gaging station operated by the Department received more than .64 inch of rain during the month of February. Rainfall at all stations located on our watersheds averaged normal for the season to the end of February.

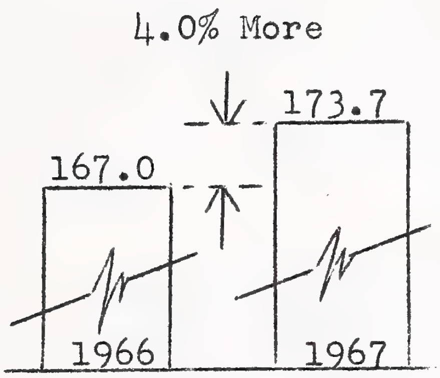
Fairly heavy storms started March 10, bringing the seasonal total well above average by March 20. The total gain in storage in local reservoirs during the first 20 days of March was approximately 7,500 million gallons. Calaveras Reservoir was within three feet of its spillway on February 21. Crystal Springs Reservoir, which has provisions for raising the spill level approximately eight feet by use of flash boards, was within a foot of the minimum spill level.

(continued on page 3)

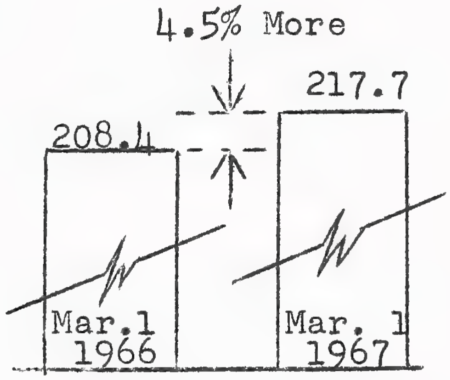
WATER CONDITIONS (continued)

GROSS CONSUMPTION OF WATER

Million Gallons Per Day Average



MONTH OF FEBRUARY

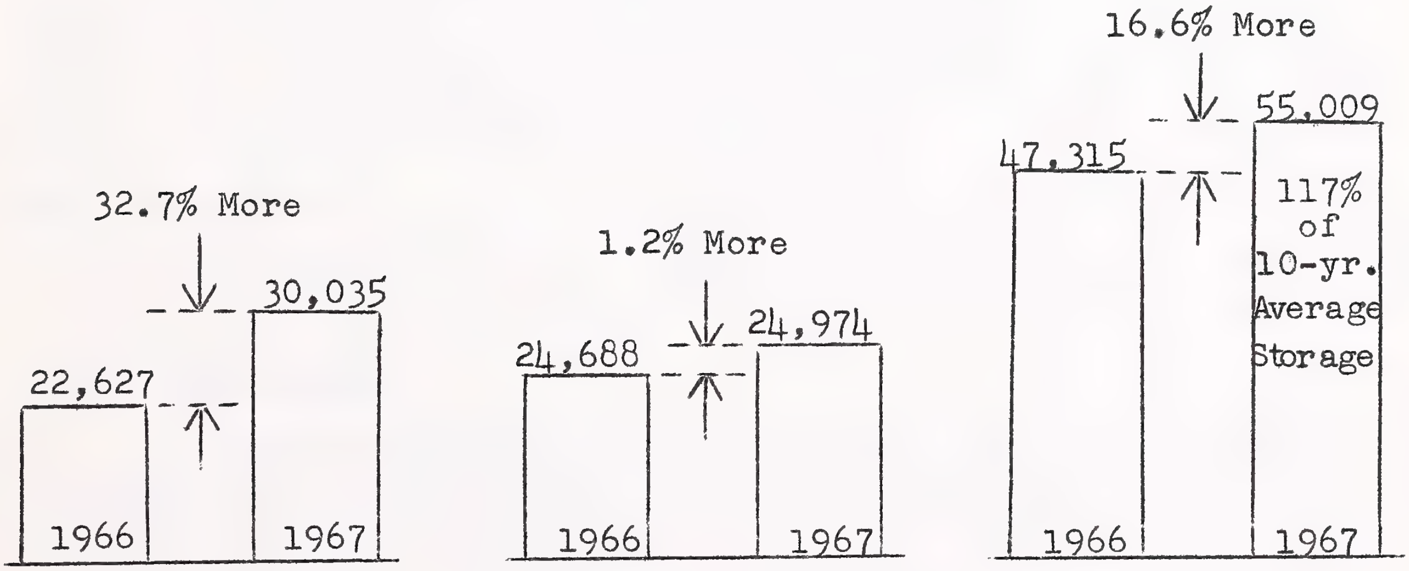


12 MONTHS PRECEDING

WATER STORED IN LOCAL RESERVOIR

ON MARCH 20

MILLION GALLONS



CALAVERAS + PENINSULA (combined) = TOTAL

Water was transported from Hetch Hetchy sources at an average rate of 91.6 MGD during February, and the draft of Calaveras water through Sunol Valley Filtration Plant averaged 33.9 MGD.

JUNIPERO SERRA FREEWAY

The State Highway Commission, on March 15, rejected the City's request that this freeway be aligned on the ridge route between Ralston Avenue and Edgewood Road in order to minimize the possibility of contamination of public water supplies at Crystal Springs Reservoir. State Highway Engineer J. C. Womack, by including an estimated item of $14.5 million as increased "highway users costs," contended the ridge route would cost $21 million more than the proposed route along the edge of the reservoir.

The City's new report contended that the "refined" ridge route would cost $634,000 less than the State adopted route, and there is the possibility of developing the watershed lands lying between the proposed ridge route and the lake for public use. The next appeals planned by the City will be to departments of the Federal Government.

FINANCES

Collections for the month of February 1967 were $1,092,673 -- an increase of $37,474 over February of last year. Collections for the first eight months of the fiscal year totaled $13,521,804 -- an increase of $852,136 for the corresponding period a year ago.

Net paying sales (excluding sales to city departments for which no collections are made) for the month of February 1967 were $1,413,953 -- an increase of $88,929 over February of last year. Net paying sales for the first eight months of the fiscal year totaled $13,244,884 -- an increase of $1,074,529 for the corresponding period a year ago.

SERVICE RENEWALS

During the month of February, a total of 496 service pipes were renewed.

LEASES AND PERMITS

Peninsula Sportsmen's Club proposed lease involving a clubhouse and extended area has been submitted to the City Attorney. Plans for the clubhouse have been submitted by the lessee to the Art Commission.

A permit to the California State Florists Association for an experimental and research project adjacent to the Peninsula Sportsmen's Club is in process.

LAND USE STUDY

A preliminary report is due in September 1967 on the land management study of the Water Department's properties in San Mateo County under a professional services agreement contract with Metcalf & Eddy and Wilsey & Ham - Joint Venture. The cost of this study, including consideration of Water Department's land in Alameda and Santa Clara Counties, is estimated to be $80,000.

PLEASANTON INDUSTRIAL PARK

Revisions have been made to the feasibility report on the development of Pleasanton Industrial Park submitted by Development Planning Associates, consultants, and discussions have been held with groups interested in this location for their businesses.

WATER SUPPLY STUDY

A professional services agreement with Daniel, Mann, Johnson & Mendenhall for a study of Water Supplies, Demand and System Improvement Program approved by the Public Utilities Commission has been forwarded to the Controller for certification.

MEETINGS

Messrs. Arthur H. Frye, Jr. and R. Dale Keeley attended the 35th Annual Conference of California Municipal Utilities Association in Sacramento, February 28 to March 3.

The C.M.U.A. sponsored a luncheon to which State legislators were invited by members of the association. The Honorable Frank C. DiLuzio, Assistant Secretary of the Interior, talked on the "Economics of Pollution Abatement," a subject of interest to all municipalities today. The speaker was introduced by Mr. James K. Carr.

INSPECTION OF CITY RESERVOIRS

Under revised State Regulations, all reservoirs of specified capacity and enbankment height were placed under the jurisdiction of the State Division of Safety of Dams. During the past month Sutro and Stanford Heights Reservoirs were inspected by officials of this State division to see if they comply with established requirements.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

April 4, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: None

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Stack.

The minutes of the regular meeting of the Commission held March 14, 1967, were approved.

RESOLUTION NO.		On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolutions were adopted:
67-0247		Bid call, Contract No. AD 480--Increase Capacity of Flight Announce Selectors, Central Terminal Building, at San Francisco, International Airport. Estimated cost, $7,000 Contract No. WD 1302--Laying of 4-Inch and 6-Inch Ductile Iron Mains in Mason and Hayes Streets. Estimated cost, $19,421. Contract No. WD 1287--Reconstruction of Stilling Basin at Pilarcitos Dam Spillway. Estimated cost, $7,000
67-0248	A	Bid Call, Plot 3E lease, containing 0.66 acres, fuel storage tank area - San Francisco International Airport
67-0249	A	Space Permit to Slick Airways
67-0250	A	Amending Space Permit issued Slick Airways - under Resolution 66-0589, dated July 19, 1966
67-0251	A	Travel Expense Voucher - James B. Brasil - February 14-23, 1967 - Honolulu, Hawaii - $613.31 Civil Aeronautics Board hearings on the Transpacific Route Investigation Case, Docket No. 16242 Travel Expense Voucher - James B. Brasil - Deputy City Attorney - $568.38 - Civil Aeronautics Board hearings on the Transpacific Route Investigation Case, Docket No. 16242 - Washington, D.C.- March 7-13, 1967
67-0252	A	Travel Expense Voucher - President Thomas P.White Public Utilities Commission - February 15-25, 1967 Honolulu, Hawaii - $664.57 - Civil Aeronautics Board hearings on the Transpacific Route Investigation Case, Docket No. 16242

67-0253	A	Request for Aid to the Federal Aviation Agency for Airport development under Federal-Aid Airport Program for Fiscal Year 1967-68 - Total estimated cost of project, $1,220,000
67-0254	A	Airport Departmental Request for Funds

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Kelly, the following resolution was adopted:

67-0255	A	Completion of Contract No. 348--Construction of Pier FF at San Francisco International Airport - $711,214.98, as modified

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Goldman, the following resolutions were adopted:

67-0256	A	Authorizing tenant work - will construct fill, Plot 12 - Western Airlines - Rental Credit, $14,000
67-0257	W	Completion of Contract No. WD 1279--Excavation and Repaving for Water Service Renewals - $45,507.75, as modified
67-0258	W	Completion of Contract No. WD 1268--Excavation and Repaving for Water Service Renewals - $81,653.40, as modified
67-0259	W	Travel Expense Voucher - Deputy City Attorney Robert M. Desky - $182.78 - trips to Los Angeles - February 28-March 2 and March 9-10, 1967 - for conference and meetings in water pipe anti-trust case
67-0260	W	Revocable Permit to U. S. Army Engineering District Corps of Engineers
67-0261	W	Travel Expense Voucher - Public Utilities Commission President, Thomas P. White - $428.28 trip to Washington, D.C., March 7-10, 1967 - re Junipero Serra Freeway
67-0262	M	Award of Contract MR 498--Visitors' Facility Cable Carbarn, to F. W. Jones, Inc., of San Francisco - $38,926.00, on the basis of Base Bid and Alternates A and B

67-0263	M	Travel Expense Voucher - Public Utilities Commission President, Thomas P. White - trip to Las Vegas, Nevada - March 5 and 6, 1967 - $101.30 American Transit Association Executive Conference
67-0264	M	Approving estimated expenses, amount $950.00 for taking of depositions in Philadelphia, New York City, and State of Virginia relative to damage claims - April 10, 1967
67-0247-MR		Approving payment of claims against the Municipal Railway - Total amount, $31,242.74

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

Copies of the above-adopted resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

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Airport Calendar Item #9, approving drawings submitted by Hilton Inn showing proposed installation of equipment necessary to operate a "Light Sound" show in its Tiger Room at San Francisco International Airport, was taken off calendar at the request of the General Manager of Public Utilities.

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In reference to Resolution No. 67-0253, Request for Aid to the Federal Aviation Agency for airport development under Federal-Aid Airport Program for Fiscal Year 1967-68 - Mr. O. L. Moore, General Manager, Utilities Engineering Bureau, explained that the request includes projects totaling $1,220,000. Federal aid will mount to approximately 50 percent of the cost of the approved projects. Of City's share, part of the funds are already appropriated, part are in the Airport Department's budget for the next fiscal year, and part are dependent upon the Airport Bond Issue being prepared for the November ballot of this year.

Mr. Moore explained each of the items.

1. Leveling and reconstruction of runways 28R and 1R. This is a continuing process of runway reconstruction and construction to take care of subsidence problems at the airport.
2. Widening intersections on Runway 19L. This is to accommodate the new larger aircraft expected in two years.
3. Widening of taxiway S. This is required in connection with development of interim cargo care at Plots 6 and 9.

4. Extension and reconstruction of terminal apron. This is to accommodate enlargement of Piers D, E and G.

5. Taxiway lighting. This is first step in a program to provide centerline lighting for all of the airport taxiways.

In answer to Commissioner Goldman, Mr. Moore explained that in connection with this application, it will be necessary to wait for the grant authorization before work is commenced; under the present law, Federal aid will not be granted on a retroactive basis.

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In regard to Resolution No. 67-0255 - completion of Contract No. 348 - Construction of Pier FF at San Francisco International Airport, Mr. Moore explained in detail the 310 calendar days unavoidable delay in completion of the work. A copy of the summary of the unavoidable delays on this contract, prepared by the UEB construction division, had been previously furnished the Commissioners, he said. He pointed out that Pier FF was open to the public and to Western Airlines on October 25, 1966, while the remaining contract work proceeded. Howeve due to materials that had not been delivered, namely, toilet room accessories, the total contract could not be accepted by City at that time. The toilet room accessories were delivered and installed comple by March 1, 1967.

The Commission discussed at length the value of time lost to the City and to the tenant, Western Airlines, as well as inconvenience to the public, by reason of the delays.

Mr. Moore said that under City's original plans and specifications and those prepared by Western for its own work in the leased area, the engineering Bureau and Western's Regional Manager were satisfied the matter would be put together in the time allowed. However, as has been experienced with leased spaces at the Airport, it was found as the work progressed the company's plans were changed - changes resulting from increased number of flights, gate positions, and expansion of office accommodations. Plans change from week to week in the airline companies, he said.

Commissioner Goldman felt the Commission must try to build in some kind of control mechanism so that City can expect the airlines and their contractors to get their work done in an orderly manner expeditiously.

A representative of the contractor,Col-Well Construction Co., Inc., who was performing the Airport tenant work for Western Airlines along with the City work under Contract No. 348 was present. He stated that Western's changes in work amount to an additional cost of $43,000 instead of the original $73,000.

Commissioner Stack stated that well over a year ago he expressed his concern about the progress of Pier FF and called attention to the fact there was going to be a delay. He recommended then that all airport contracts be worked out on specifications calling for double shifts....this, particularly, in view of the expected arrival of the 747's in Spring of 1969.

Mr. Moore said he was aware of the Commission's instructions prior to the time Commissioner Stack mentioned his interest in the project. He said, in general, up to the time of the opening on October 25, last year, it was the feeling of the UEB that the contractor employed all he could gainfully to move the job ahead. There were times when because of some delay in the equipment--window gaskets, for example--there was nothing anyone could do on the job. He said in general it was the recommendation of his construction people supervising the work that the contractor executed the work to the best of his ability.

Commissioner White said this was not a new problem--he wondered if it became a question now of whether or not City should allow some of the tenants to hire contractors to work in and around what is considered City's prime contractor.

Mr. Moore said if the Commission were willing to establish policy that the tenants not be allowed to move in and construct their facilities until City's contract was completed, this would expedite City's contract--but this would not move the tenants in--they would not be in shape to go into operation in the area. In spite of the delays encountered in this contract, Western's facilities were in operation sooner than they would have been if City had insisted that they stay out until City had finished and turned the area over to them.

Commissioner Stack said that with the work that is going to be done at the Airport, Mr. Hansen's new assistant general manager, the man who will be in charge of Planning and Development at the Airport, will be of great assistance in expediting completion of the projects--he will be on the scene and in effect can act as a coordinator pm a day-to-day basis. This would be a business-like approach and could contribute much to resolving any delays in the areas of the Airport construction program and the tenant construction program.

Commissioner Rousseau said Mr. Carr's and Mr. Moore's comments with regard to the delay were no doubt in order and he was not challenging that. He felt, for the future in view of the construction work contemplated under the Bond Issue and in order to meet the time of deliver of the new larger planes being manufactured, that perhaps the City Attorney's Office and the General Manager of Public Utilities could work up something that would get the contract work done in time. Something fair to the contractors as well as to the City.

Mr. Carr asked if he interpreted this as policy of the Commission to get tough on the contractors.

Commissioner Goldman said to get the job done in the specified time.

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With regard to Resolution No. 67-0262, awarding of MR Contract 498, Visitors' Facility at the Cable Carbarn, Commissioner Goldman suggested that this contract be carefully watched by the Engineering Bureau as to progress of work and completion on time. Commissioner White recommended that if any discussions relative to collectibility of penalty time should ensue that the City Attorney's Office be include in such discussions.

Mr. Carr said he would furnish the Commissioners in the future with advance information as to the performance time of each contract so the Commissioner may consider the completion date before awarding of the contract.

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Communications:

Mr. Carr requested Acting Secretary William J. Dwyer to read aloud two letters pertaining to the Junipero Serra Freeway matter:

1. To James K. Carr, from Alan S. Hart, District Engineer, State Division of Highways, San Francisco, dated March 29, 1967.

2. To Alan S. Hart, from James K. Carr, dated April 4, 1967.

Mr. Hart in his letter stated that that office had been directed to proceed with the completion of detail plans for the freeway and would like to have the City assign the necessary Public Utilities Commission staff to work with them on the final design for the water's edge modified adopted route.

Mr. Carr's letter replied that the Division of Highways would be risking a waste of additional funds for further studies on the State's modified adopted route pending some clear and final approval by the Secretary of Transportation inasmuch as the Interstate Freeway will utilize some 90 per cent Federal funds for construction--and that the proposed meeting would be a waste of time for both staffs.

Mr. Carr said he thought this was clear enough. Any meeting with the State officials would be useless at this time. Mr. Carr said the case must be taken to the Secretary of Transportation and the new Federal Highway Administrator, Lowell K. Bridwell, and that Mayor Shelley within a day or two was sending an official appeal to the Secretary of Transportation. It will then be determined whether under Federal law the State has the right to proceed with the water's edge, eight-lane freeway on the shores of Crystal Springs Lake. Mr. Carr said the Commission has made it clear innumerable times it wants the General Manager of Public Utilities and his staff to put the freeway where it belongs, on the ridge route, which will not restrict the reservoir from the standpoint of water quality, water quantity open space, recreation and development, and preservation of a wild life refuge.

Commissioner White agreed with Mr. Carr's statement and said that the preservation of the wild life refuge is one of the most important arguments. This has been designated a State wild life refuge for many years. An eight-lane highway enclosed by a six to eight foot cyclone fence along the water's edge would prevent many of the specimens from getting down to the water. Commissioner White said further that if the road is built as designed by the State, the City must then open up the entire area to subdivision and homes, because if the reservoir is a little bit contaminated or a whole lot does not make a great deal of difference. If a filtration plant has to be built for a few dollars, a whole lot might as well be spent to build a big one. He said the City and County of San Francisco has provided for San Mateo County's expansion and enlargement and its water supply.

If the City is going to be called upon to guarantee them clean water and that they can increase their population by two to five fold, then San Francisco might better start telling San Mateo County that it cannot contract to supply the water; and that if this is not a very important issue today, it will be in the next ten to twenty years. the highway as it is contemplated now by the State sets the boundaries of the high level of the lake and the capacity of the storage area.

Commissioner White said the State Highway Commission says it has a contract with San Mateo County allowing them to build the highway. He said he wished to know the name of the official in that County who signed the contract.

Commissioner Stack said irrespective of what the State Highway Commission claims, they do not have possession of the land if San Francisco refrains from permitting access to the land. He felt that discussions as to what is going to be built because of the lower level road are premature, because the State is not going to put the road in there. It is not going to be built there--other than that they go to court.

Commissioner Stack, referring to Mr. Hart's statement, "In accordance with previous direction," asked Mr. Carr if he could now advise Mr. Hart that any previous directions with reference to discussion up to this point no longer exist and that City doesn't intend to discuss the freeway with them as to design and location.

Mr. Carr said that in an effort to get details to the State Highway Commission during a period when it was thought they were going to cooperate, Mr. Frye was delegated to give them the factual information. He was very conscious of the policy questions involved and at no time got into policy questions. Mr. Carr said it is not the intention now to have any further meetings with the State Highway Engineers or Commission until we are told by the Federal authorities that they will not consider City's appeal. In that case, Mr. Carr said it was his understanding that both the PUC and Mayor Shelley believe the courts would be the proper place to resolve the matter.

Mr. Carr said on the north 10 miles of freeway, City will continue to work with the State Highway Commission for a short time to see if there is any chance to cooperate at all.

Mr. Carr spoke of the land-use study now under way for the Water Department. This should examine more intensively what recreational use might be possible east of the reservoir, keeping in mind that the wilderness area to the west has been a unique recreational opportunity to the people of the area, because it has been kept closed and entrance has been by permit only. When the master plan has been completed, Mr. Carr said it should be adopted by the Commission and then the Board of Supervisors, so there would be no further question as to the best use in the best interests of the people of San Francisco and her neighbors.

The Acting Secretary then read a letter addressed by Commission President Thomas P. White, to Mr. Edward C. Crafts, Director, Bureau of Outdoor Recreation, Department of Interior, Washington, D.C., dated March 31, 1967, which was written in response to a telephone request from that office regarding the policy of the PUC as it relates to traversing the wildlife refuge with an 8-lane freeway.

Mr. Carr then read an excerpt from Public Law 89-670, Department of Transportation Act, which was the basis for the inquiry.

Section 4 f.:

"The Secretary shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed. After the effective date of this Act, the Secretary shall not approve any program or project which requires the use of any land from a public park, recreation area, wildlife and water-fowl refuge, or historic site unless (1) there is no feasible and prudent alternative to the use of such lands, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."

Mr. Carr explained that the Secretary of Agriculture (Housing and Urban Development) and Secretary of Interior will report the facts to the Secretary of Transportation. Those three cabinet officers have delegated the assembly of these facts to the Bureau of Outdoor Recreation of the Interior Department.

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General Manager of Public Utilities Calendar Items:

New Moccasin Powerhouse groundbreaking: Mr. Carr commented on the highlights of the ground-breaking ceremony, Saturday, April 1, at Moccasin. Residents of Moccasin hosted officials of Tuolumne County, the Modesto and Turlock Irrigation Districts, Sacramento Municipal Utility District, the National Park Service, Stanislaus National Forest, and Highway 120 Association, as well as San Francisco officials. On that occasion a historical momento, in the form of bookends made from the original rail of the Hetch Hetchy Railroad, was presented to Commissioner White as well as other dignitaries.

Mr. O. L. Moore, General Manager of Hetch Hetchy Project, then presented to each of the Commissioners who was not present at the ceremony a similar set of bookends, which contained a small plaque reading: "A section of rail from Hetch Hetchy Railroad, City and County of San Francisco - Hetch Hetchy Junction to O'Shaughnessy Dam - 67.6 miles - 1918-1948."

Mr. Carr expressed his appreciation for the fine staff work in arranging the dedication particularly by Mr. Oral L. Moore, Jack Woods, Rino Bei, and James Leonard.

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Airport Bond Issue: Mr. Carr said meetings are being held on the matter of whether it is feasible to reduce in any way the amount of the bond issue through non-profit corporation financing. There have been three or four possible ways to build parts of the Airport program. One was whether the garage could be built as a non-profit garage similar to others and removed from the bond issue. The total program for the Airport is approximately $104,000,000., Mr. Carr said, and might go as high as $105 million. The Airport garage in a very broad estimate might reduce it $20 million.

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Roll Call:

Commissioner Stack complimented Airport Manager George F. Hansen in arranging the display of the artistic work of the elementary schools of Burlingame to decorate the Airport.

Commissioner Goldman thought it might be prudent to have the works also of the San Francisco school children; and suggested possibly an annual contest to stimulate interest.

THEREUPON THE MEETING ADJOURNED.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0187

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

AD Contract No. 480--Increase Capacity of Flight Announce Selectors, Central Terminal Building, at San Francisco International Airport

WD Contract No. 1302--Laying of 4-Inch and 6-Inch Ductile Iron Mains in Mason and Hayes Streets

WD Contract No. 1287--Reconstruction of STilling Basin at Pilarcitos Dam Spillway

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1238

RESOLVED, That this Commission approves that certain form of lease of San Francisco International Airport land comprising Plot 3-E, containing 0.66 acres, more or less, per Airport Drawing No. BA-10799, dated May 1966, copies of which lease are on file with Commission's Secretary; the initial term of said lease shall commence on the date of confirmation by Commission of the award of said lease by the Director of Property and shall continue for twenty years thereafter; the minimum acceptable bid for this area $1815 which is at a rental rate of $2750 per annum per acre for the first ten years, the rental thereafter to be determined pursuant to the lease provision, and that within two years from the commencement of this lease lessee will spend not less than $75,000 in building facilities and structures upon said land; and be it further

RESOLVED, That this Commission hereby requests City's Director of Property to invite bids for the award of said lease.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Slick Airways, A Division of Airlift International, Inc.

Space:

	Square Feet	Rate Sq.Ft. Month	Monthly Rental
Plot 17 Administration Building C-03			
Second Floor			
Rooms 201, 201.1, 201.2, 202, 202.1, 202.2, 203, 204, 205, 206, 207, 208, 209, 209.1, 210, 211, 212.1, 222, 223, 223.1, 224, 224.1, 225, 225.1, 226, 226.1, 227 227.1, 227.2, 228	6,973	.15	$1,045.95
First Floor			
Rooms 108, 108.1, 109, 109.1, 110	1,586	.15	237.90
(New) Room 123, 123.1, 123.2	992	.15	148.80
Plot 17 - Paved Area (2 Aircraft positions adjacent Seawall)	46,000	.00625	287.50
EFFECTIVE DATE: MAY 1, 1967	Monthly Rental		$1,720.15

BE IT FURTHER RESOLVED, That this Commission hereby terminates as of the effective date set forth above that certain Airport Space or Use Permit previously issued to above Permittee under authority of Resolution No. 66-0589 adopted July 19, 1966 as amended by Resolution No. 66-0909, adopted November 22, 1966, in the amount of $1,674.40 per month.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0220

RESOLVED, That this Commission approves amending effective April 30, 1967 that certain Airport Space or Use Permit issued to Slick Airways, A Division of Airlift International, Inc. under Resolution No. 66-0589, adopted July 19, 1966, carrying a rental of $389.10 per month, in order to reflect the deletion of the following:

Administration Building C-03, Plot 17

Room .218 478 sq.ft. @ .15 - $71.70 month

New rental to be: $317.40

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Vouchers in the amount of $613.31 for expenses incurred by Deputy City Attorney James B. Brasil on a trip to Honolulu, Hawaii, February 14-23, 1967, and the further amount of $568.38 for expenses incurred on a trip to Washington, D. C., March 7-13, 1967, for the purpose of participating in Civil Aeronautics Board hearings on the Transpacific Route Investigation Case, Docket No. 16242.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. 67-1052

RESOLVED, That this Commission hereby approves Traveling Expense Voucher in the amount of $664.57, covering expenses of Public Utilities Commission President, Thomas P. White, incurred on trip to Honolulu, Hawaii, February 15-25, 1967 to attend the Civil Aeronautics Board Hearing on the Transpacific Route Case.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 4 1967

Wm. J. Dwyer

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That the Board of Supervisors of the City and County of San Francisco is hereby requested to adopt a resolution authorizing the City and County of San Francisco, acting by and through its Public Utilities Commission which has jurisdiction over San Francisco International Airport, to submit a Request for Aid to the Federal Aviation Administration, which Request for Aid shall include the following listed items and the estimated cost:

	Items	Estimated Cost
1.	Leveling and Reconstruction of Runways 28R and 1R	$ 200,000
2.	Widening Intersections on Runway 19L	60,000
3.	Widening of Taxiway "S"	130,000
4.	Extension and Reconstruction of Terminal Apron	730,000
5.	Taxiway Lighting	100,000
	Total	$ 1,220,000

of which amount it is anticipated that Federal aid will amount to approximately fifty percent (50%) of the cost of the approved items.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-251

RESOLVED, That this Commission hereby requests the Controller's approval of Airport Department Request for Funds to provide additional funds in the amount of Two Hundred Fifty Dollars ($250) under Appropriation 6.318.218.725.000 to cover maintenance and repair of office equipment for the balance of the Fiscal Year 1966-1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Wm. J. Dwyer

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0355

RESOLVED, That this Commission accepts the work performed under Contract No. A-348 - Construction of Pier FF, as satisfactorily completed; approves a credit Modification of the Contract in the amount of $ 3.55; approves Final Payment in the amount of $85,371.30 in favor of the Contractor, the Col Wel Construction Company, Inc., and allows 310 calendar days of unavoidable delay; 55 days of which were due to changes in the work ordered by the Commission, 25 days due to adverse weather conditions, 43 days due to the Contractor being unable to proceed with his work because of the acts of others, excepting his subcontractors and 187 days due to inability of Contractor to procure material.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Wm. J. Dwyer

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]56

RESOLVED, That this Commission hereby approves the drawings and specifications, identified as Exhibit "A", submitted by Western Airlines, whereby said Company at its own and sole expense and with rental credit, the amount of which will be finally determined by this Commission at a later date, but is now estimated to be about $14,000, will construct fill and do all other necessary and related work as part of the initial development of Plot 12 at San Francisco International Airport; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That Western Airlines will construct fill adjoining the northeast corner of Plot 12 at its own and sole risk and subject to being awarded occupancy of this area under an appropriate form of agreement; and, be it further

RESOLVED, That this Commission hereby authorizes Western Airlines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts and on the job to insure that its c ontractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed and approves final payment in the amount of $16,878.75; approves Debit Modification of Contract in the amount of $3,757.75, in favor of The Lowrie Paving Company, Inc., under Water Department Contract WD-1279--Excavation and Repaving for Water Service Renewals.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Wm J Dwyer

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67—[illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Debit Modification of Contract in the amount of $4,093.40; approves Final Payment in amount of $17,187.56, in favor of Lowrie Paving Co.,under Water Department Contract No. 1268, Excavation and repaving for Water Service Renewals.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$182.78 expenses of Robert M. Desky, incurred on trips to Los Angeles, California, on February 28, 1967 and March 9, 1967, to attend conferences and meetings in City & County vs U. S. Steel Corp., U. S. D. C., No. Calif. #43729.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-380

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

TO: U. S. ARMY ENGINEERING DISTRICT
SAN FRANCISCO, CORPS OF ENGINEERS

Permit to enter a portion of the Niles Canyon Lands, being a 6.7 acre portion situated at the westerly entrance to said Niles Canyon for the purpose of survey and exploratory drilling in connection with the Alameda Creek. Fee waived in consideration of a governmental agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0281

RESOLVED, That this Commission hereby approves Traveling Expense Voucher in the amount of $428.28, covering expenses of Public Utilities Commission President, Thomas P. White, incurred on trip to Washington, D. C., March 7-10, 1967 to confer with officials of the Departments of Interior, Commerce, and Transportation, as well as to confer with such other officials and agencies as are necessary with reference to the location of the Junipero Serra Freeway.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby awards to F. W. Jones, Inc., 741 Tehama Street, San Francisco, California, as the lowest regular and responsible bidder on the basis of Base Bid and Alternates A and B, Municipal Railway Contract No. 498, Visitors' Facility - Cable Carbarn, in the amount of $38,926.00; and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Voucher in the amount of $101.30, covering expenses of Public Utilities Commission President, Thomas P. White, incurred on trip to Las Vegas, Nevada, March 5-6, 1967, to attend the American Transit Association Executive Conference and Board of Directors Meeting.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission approves in the amount of $950.00, expenses of the City Attorney and/or Deputy City Attorney to attend the depositions of the plaintiff Thomas J. Wynne; Raymond L. Milhouse, M.D., Bernard E. Finneson, M.D., Harry H. Pote, M.D., David W. Devon, M.D., in and around Philadelphia, Pennsylvania, in the case of Thomas J. Wynne vs. Yellow Cab Company, a corporation, Arthur L. Carter, City and County of San Francisco, et al. Superior Court No. 562682; and to attend the taking of depositions of Leon Pordy, M.D., and the custodian of records of Trafalgar Hospital in New York City, New York in the case of Solomon Heitner v. City and County of San Francisco, Superior Court No. 551752; and to take the deposition of the bus operator who resides in the State of Virginia in the case of Anna L. Derby v. City and County of San Francisco, Superior Court No. 545526.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 4 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0247-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
CC Katherine La Rue and George R. La Rue	October 8, 1966	$ 3,500.00
MC Kathryn Jane Ballew	March 1, 1967	556.61
Litigated Settlements		
SC Theresa Mayne	October 12, 1964	3,750.00
MC Francis Geddes and Virginia G. Geddes	December 5, 1962	10,000.00
SC Constance and James R. De Long	May 9, 1965 (of which $295.00 is P.D.)	600.00
MC Erminia De Bello	June 24, 1965	600.00
TC Max Meier	October 22, 1962 (of which $137.00 is P.D.)	1,750.00
MC Herman R. Sagon	June 6, 1966	3,000.00
TC Zella A. Wood	March 30, 1966	750.00
Judgment		
SC Andrew A. Volmensky	July 23, 1963 (of which $1,955.25 is P. D.)	6,736.13
Appropriation No. 6.735.804.000		$31,242.74

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 4, 1967

Wm J Dwyer

Secretary and Assistant General Manager, Administrative

April 4

RONALD REAGAN, Governor

STATE OF CALIFORNIA—TRANSPORTATION AGENCY

DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
P. O. BOX 3366 RINCON ANNEX, SAN FRANCISCO 94119

March 29, 1967

04-SM-280
04209 140371

Mr. James K. Carr
General Manager
Public Utilities Commission
Room 287, City Hall
San Francisco, California 94102

Dear Jim:

As you know, the California Highway Commission recently voted unanimously to not grant the request for change in location of the Junipero Serra Freeway in San Mateo County and to reaffirm the modified adopted route.

This office has been directed to proceed with completion of detail plans for the freeway through the contested portion of the alignment. It is our intention to cooperate to the greatest extent possible with the City and County of San Francisco so that the purity of the water will be assured. We trust that your staff will also cooperate fully with the Division of Highways and with the Federal Water Pollution Control Administration in developing and reviewing plans for the necessary collection and treatment systems so that the result will be the best engineering solution to the mutual problems associated with construction and maintenance of the highway and protection of the watershed.

In accordance with previous direction, we are channeling mutual efforts through Mr. Arthur H. Frye, Jr., General Manager and Chief Engineer of the San Francisco Water Department, so that you and your staff may be fully informed as the final design progresses to completion. If you have any other suggestions for maintaining close liaison we will be happy to be advised.

We have set up a preliminary meeting in our third floor conference room next Tuesday, April 4, at 10:00 A.M., and have invited Mr. Frye to be present or be represented for a preliminary discussion of items affecting the watershed.

It is our intention to provide the best professional engineering design and review so that mutual problems and interests will be fully considered and explored during the design phase.

RECEIVED
MAR 30 2 34 PM
PUBLIC UTILITIES
CITY & COUNTY OF
GENERAL OFFICE

Very truly yours,

Alan S. Hart
Alan S. Hart
District Engineer

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOHN F. SHELLEY, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4987

THOMAS P. WHITE
PRESIDENT
THOS. F. STACK
VICE-PRESIDENT
OLIVER M. ROUSSEAU
RICHARD N. GOLDMAN
JOSEPH I. KELLY

JAMES K. CARR
GENERAL MANAGER
OF
PUBLIC UTILITIES
JAMES J. FINN
SECRETARY AND
ASSISTANT GENERAL MANAGER

April 4, 1967

BY SPECIAL MESSENGER

Mr. Alan S. Hart
District Engineer
Department of Public Works
State Division of Highways
P.O. Box 3366, Rincon Annex
San Francisco, Calif. 94119

Dear Mr. Hart:

This is a further response to your March 29 letter regarding the disputed location of four miles on the Junipero Serra Freeway in San Mateo County (Interstate 280), which letter was acknowledged by Assistant General Manager James J. Finn in my absence March 31.

You stated you have been directed to proceed with the completion of detail plans for the freeway and would like to have the City assign the necessary Public Utilities Commission staff to work with you on the final design for the water's edge modified adopted route.

As I pointed out to you during discussions at our meeting Monday afternoon, April 3, I believe you would be risking a waste of additional funds for further studies on the State's modified adopted route pending some clear and final approval by the Secretary of Transportation, Alan S. Boyd, inasmuch as the Interstate Freeway will utilize some 90% Federal funds for construction.

This opinion is based on the statements of City representatives at the Highway Commission hearings in Sacramento on March 15, both at the hearings and in response to questions by the press that the City and County of San Francisco, failing to obtain approval by the State Highway Commission for

MUNICIPAL RAILWAY HETCH HETCHY PROJECT INTERNATIONAL AIRPORT WATER DEPARTMENT

the proposed Ridge Route, would make an appeal to the appropriate Federal officials, including Secretary of Transportation Alan S. Boyd. The Public Utilities Commission, as a matter of policy, has, with Mayor John F. Shelley, requested we explore every avenue of administrative appeal before we pit the City and County of San Francisco against the State of California in what we consider unnecessary, costly, acrimonious litigation. I respectfully request that you inform your superiors who have given you such a directive to proceed, that as of this week Mayor John F. Shelley will submit an appeal to Secretary of Transportation Alan S. Boyd and other Federal officials involved.

We believe the public interest will be better served by a joint effort to obtain a decision at the Federal level as soon as possible to eliminate further delays in the construction of a vitally-needed freeway. It should be again emphasized that the Board of Supervisors of the City and County of San Francisco, the Board of Supervisors of San Mateo County, the Mayors of seven cities adjacent to the area, and many other individuals and groups representing local wishes support the Ridge Route advocated by the San Francisco Public Utilities Commission.

In light of the situation as it now exists, I have informed Mr. Arthur H. Frye, Jr., Manager of the San Francisco Water Department, that the meeting you propose would be a waste of time for your staff and the staff of this Commission.

Very truly yours,

James K. Carr

James K. Carr
General Manager
of Public Utilities

JKC:AW

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOHN F. SHELLEY, MAYOR
287 CITY HALL
SAN FRANCISCO, CALIFORNIA 94102
558-4987

THOMAS P. WHITE
PRESIDENT
THOS. F. STACK
VICE-PRESIDENT
OLIVER M. ROUSSEAU
RICHARD N. GOLDMAN
JOSEPH I. KELLY

JAMES K. CARR
GENERAL MANAGER
OF
PUBLIC UTILITIES
JAMES J. FINN
SECRETARY AND
ASSISTANT GENERAL MANAGER

March 31, 1967

Mr. Edward C. Crafts, Director
Bureau of Outdoor Recreation
Department of the Interior
Interior Building
Washington, D. C. 20240

Attention: Mr. Lawrence N. Stevens

Dear Mr. Crafts:

This responds to Mr. Stevens' telephone request of March 31 regarding the policy of the San Francisco Public Utilities Commission as it relates to traversing the lands of the San Francisco wildlife refuge with an 8-lane freeway (Interstate 280). The wildlife refuge was established in 1931 by an act of the California State Legislature which was subsequently incorporated into Section 10771 of the State Fish and Game Code.

Mr. Stevens said you must have an immediate answer on this question because your Agency has been delegated to report on such matters under the provisions of Section 4 f, Public Law 89-670 (80 Stat. 931), the Department of Transportation Act.

The San Francisco Public Utilities Commission, repeatedly since 1957, has made it clearly known to all involved that the Commission, conscious of its heavy responsibilities to protect water quality, would permit freeway construction on City lands acquired for watershed purposes if the freeway were located on the most easterly edge of these lands. More recently, the Commission, by resolution, has emphasized the policy of protecting the open space characteristics, recreational values, and related purposes such as the San Francisco wildlife refuge.

MUNICIPAL RAILWAY HETCH HETCHY PROJECT INTERNATIONAL AIRPORT WATER DEPARTMENT

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The San Francisco Public Utilities Commission continues to vigorously oppose the construction of an 8-lane, water's edge freeway along the easterly side of Crystal Springs Lake in San Mateo County for several reasons, including the fact it would sever some nearly 2000 acres of the wildlife refuge from the lake shore. The State-advocated location is completely unacceptable as a matter of policy to this Commission.

Knowing the need for new traffic arteries, and consistent with the cooperation we have received from San Mateo County officials, this Commission will approve a freeway through the wildlife refuge if the freeway is built on the refined Ridge Route for Interstate 280 which is reported upon by the firm of Wilsey & Ham in its report to this Commission dated March 13, 1967, copy of which is already available in the office of Assistant Secretary of the Interior DiLuzio.

Very truly yours,

Thomas P. White, President
Public Utilities Commission

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AIRPORT DEPARTMENT
SAN FRANCISCO INTERNATIONAL AIRPORT

TO: Mr. James K. Carr
General Manager of Public Utilities

April 4, 1967

FROM: George F. Hansen, General Manager

SUBJECT: Monthly Report, Airport Department

HIGHLIGHTS OF MARCH ACTIVITIES

Traffic Summary (February) :

Air passengers through San Francisco International Airport during February totaled 811,400, up 17.9 per cent from a year ago and a record number for any past February.

Shipments of U.S. Mail by air increased 31.2 per cent to 15,144,204 pounds; air express gained 13.1 per cent to 1,196,125 pounds, and the air freight volume of 32,065,133 pounds represented an increase of 15.6 per cent.

The February passenger gain was slightly above the 17 per cent national increase reported by the Air Transport Association.

Aircraft movements - landings and take-offs - during February numbered 23,493 as follows: Scheduled air carrier, 19,441; military, 481, and non-scheduled carrier and itinerant or locally-based private and/or corporate aircraft 3,571.

A Federal Aviation Agency report of scheduled aircraft movements for 1966 shows San Francisco International Airport ranking fourth in the nation. O'Hare (Chicago) Airport was first with 478,644, followed by John F. Kennedy (New York), 390,898; Los Angeles, 321,182, and SFIA, 226,867.

Air California

After 2½ months of operations, Air California is increasing its service by 50 per cent between San Francisco International Airport and Orange County Airport from 37 to 55 round trips weekly.

Congressional Visit

An inspection of facilities at San Francisco International Airport for the accommodation of military personnel was made March 20 by a subcommittee of the House of Representatives Armed Services Committee.

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Congressional Visit (continued)

Reps. Charles E. Chamberlain (Mich.) and Richard H. Ichord (Mo.) were accompanied by staff, two colonels from the Pentagon and two representatives of the Air Transport Association.

After visiting the Military Information Desks, the USO area and special ticketing facilities for military personnel which are provided by some airlines, the congressmen commented that they had not seen better facilities for service personnel at any other airport visited. They were generous in their praise of the USO operation.

School Art Exhibit

More than 1,000 pieces of art from Burlingame Elementary Schools have been displayed in concourses, piers and other public areas and are attracting the interest of air travelers and other Airport visitors. The exhibit was viewed by some 75 school art educators who held a national conference in San Francisco during Easter Week vacation. Additional exhibits are being scheduled for concourse areas and for the walkways between the terminal buildings and garage.

Air Taxi Service

Trans World Airlines in conjunction with Piper Twinair Service of Belmar N.J. , and Nystrom Aviation Corp. of Palo Alto, inaugurated an air taxi service to Northern California communities presently without scheduled airline service. Using twin-engine, 5-passenger Piper Aztec planes, the sponsors report they can operate in and out of airstrips as short as 2,000 feet.

Baggage Conveyors

The Board of Supervisors has approved a supplemental appropriation request to finance installation of baggage conveyors from the garage to the Central and South Terminal Buildings. It is anticipated that this project will get under way in a short time.

SFIA Growth Plans

During the month the Airport General Manager described plans for the expansion and development of SFIA at a luncheon meeting of the San Francisco Custom Brokers Assn. He also addressed a dinner meeting of the San Mateo County Council of Mayors and attended a breakfast meeting sponsored by the Peninsula Manufacturers Association to discuss Airport problems.

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Drainage District

The San Mateo County Board of Supervisors approved, in principle, plans for the formation of a San Bruno Drainage District which will include some Airport property west of Bayshore Freeway. Final details of the district operation are under negotiation.

Airport Visitor

Paul Pascoe, an architect representing the Christchurch (New Zealand) Airport, was given a briefing on current SFIA facilities and operations and details on Airport expansion under the Master Plan.

VIPs

Full Airport courtesies were extended to the King and Queen of Tonga and alsoto the Prime Minister of Korea and party on their arrivals and subsequent departures at SFIA.

Joint Meeting

On March 23rd, James K. Carr, General Manager of Public Utilities, was guest speaker at a joint luncheon meeting of the Airport Club and the San Francisco International Airport Junior Chamber of Commerce. An overflow crowd of approximately 175 persons attended.

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4-4-67

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

April 11, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President
Thos. F. Stack, Vice President
Oliver M. Rousseau
Richard N. Goldman
Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:00 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Richard N. Goldman, Joseph I. Kelly

Absent: Commissioner Oliver M. Rousseau

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Goldman.

RESOLUTION NO.

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0265 H Approving collections, transfer and abandonment of damage claims by Bureau of Light, Heat & Power, month of March 1967

67-0266 H Expense Voucher - O. L. Moore, General Manager, Hetch Hetchy Project - $140.00 - trip to Los Angeles, March 19-25, 1967 - UCLA Engineering and Administration Course.

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Stack, seconded by Commissioner Kelly, the following resolution was adopted:

67-0267 A United Air Lines' financing proposal for improvements at San Francisco International Airport through the San Francisco Airport Improvement Corporation.

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolutions were adopted:

67-0268 A Authorizing tenant work - installation of equipment for "Light Sound" show - Tiger Room - Airport - Hilton Inn - $13,000

67-0269 W Bid Call, Contract No. WD 1296--Excavation and Repaving for Water Service Renewals - Estimated cost, $100,785

Contract No. WD 1308--Painting Exterior of Water Department Building, 425 Mason Street - Estimated cost, $9,700

67-0270	W	Award of Contract No. WD 1288--Laying of 6" Cast Iron Mains in Wayland, Utah, Sawyer and Other Streets - M. F. Weber Pipeline Construction - $21,863.00 net
67-0271	W	Award of Contract No. WD 1289--Relocation of 24" Steel Main in San Jose Avenue between 26th and Army Streets - McGuire & Hester - $10,765.00 net
67-0272	W	Award of Contract No. WD 1294--Resurface Ravenswood Access Road - O. C. Jones & Sons - $6,114.00
67-0273	W	Revocable Permit to Robert P. Hurff - terminating Permit to John G. Perez under Resolution 65-0774, adopted September 28, 1965
67-0274	W	City of Belmont's agreement with City granting permission to place underground telephone conduit across Hallmark Drive
67-0275	W	Completion of Contract No. WD 1261--Laying of 6" Cast Iron Main in 14th Avenue, between Quintara and Rivera Streets - $4,394.65 as modified
67-0276	W	Attendance at California Section, American Water Works Association - meeting in Newport Beach - April 20-22, 1967
67-0277	W	Authorizing execution of new 10 year Right of Way lease to Standard Oil Company for 8" products pipeline; and rescinding Right of Way lease authorized by Resolution 65-0829, adopted October 11, 1966
67-0278	W	Amendment to Revocable Permit under Resolution No. 66-0805, adopted October 4, 1966 changing Permittee' name from Hi-Fidelity TV Cable System Company to County TV Cable

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-Commissioner Rousseau

Commissioner Oliver M. Rousseau arrived at 2:40 p.m.

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0279	W	Retirements - Water Department: George R. Fleischman, Automotive Machinist - 42 years service Eneas Kane, Utility Plumber -25 years service Walter E. McGrew, Utility Foreman - 35 years service
67-0280	W	Cancellation of Revocable Permit to Beckman and Whitley, Inc. under Resolution 24,317, adopted September 29, 1964 - effective March 31, 1967

67-0281 W Approving payment of claims - Water Department Revolving Fund - month of March 1967 - $789.07

67-0282 A Authorizing tenant work - American Airlines Pier E Facilities - Modifications in SFO Helicopter Quarters - $1,250

67-0283 W Expense Voucher - General Manager of Public Utilities James K. Carr - trip to Washington, D.C.- March 5-11, 1967 - re Junipero Serra Freeway

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Stack, the following resolution was adopted:

67-0284 GO Setting time of April 18, 1967 - regular meeting of Public Utilities Commission at 9:30 A.M. - in lieu of 2:00 P.M.

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolution was adopted:

67-0265 MR Approving payment of claims against the Municipal Railway - total amount $12,652.27

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

Reference to Resolution No. 67-0267--a proposal for financing $17.6 million worth of United Air Lines facilities improvements at San Francisco International Airport through the San Francisco Airport Improvement Corporation, a non-profit corporation. Mr. Lawrence Draper, Jr., attorney for the corporation, explained this was the fourth item of financing for tenant improvements at the Airport which has come before the Commission.

This proposal which came to the non-profit corporation from United Air Lines, amounts to $17.6 million over a period of the next three to four years. The initial project is $2,250,000 for the immediate construction of a four-story building on a portion of Plot 4 which will be used as a maintenance garage and general office facility. Mr. Draper said they will be coming back to the Airport Manager and General Manager of Public Utilities and the Commission for approval of all details.

Mr. Carr further explained that this proposed construction by United Air Lines has nothing to do with the terminal and the non-profit corporation financing discussed in connection with the Airport bond issue. This is for work by United Air Lines.

Public Utilities Counsel William F. Bourne explained that this is an identical situation as the three former SFA Improvement Corp.proposals approved by the Commission. It is a method by which the airlines can finance certain construction. It is of advantage to City.

Commissioner Stack asked if there will be any problem with the Internal Revenue Service.

Mr. Draper replied a favorable ruling has been received from the Internal Revenue Service with regard to Pacific Airlines' proposal. They do not anticipate any trouble on this one.

Mr. Al Kaiser, Regional Manager of Properties, United Air Lines, briefly explained the contemplated facilities and approximate estimated cost:

(1.) Presently planned maintenance garage and office building, $2,250,000.

(2.) Presently planned cafeteria-office building, $2,250,000.

(3.) Jet engine test cell at maintenance base in 1968, $900,000.

(4.) Maintenance base hangar facilities for B-747 and supersonic aircraft, probably required in 1968, $5,500,000.

(5.) Maintenance base replacement building, required about 1969, $5,500,000.

Mr. Albert E. Schlesinger, President of San Francisco Airport Improvement Corporation said this conforms with all the other presentations they have made in connection with Pan American and Pacific Airlines.

In reply to questions by Commissioners Kelly and Goldman, Mr. Draper explained the method of payment of debt service on the bonds. Upon approval of the respective projects by the Commission, United will assign each particular lease to the Corporation and accept it back in the form of sub-lease, then pay rent to the Corporation in an amount sufficient to pay interest and principal on bonds issued by the Corporation.

Commissioner Stack asked if the extent of the $17.5 million program would restrict the non-profit corporation from engaging in any other similar ventures.

Mr. Draper said no, that as a matter of fact they have had letters from Western Air Lines, American Air Lines. They are happy to do this for other airlines.

*****

Resolution No. 67-0268, authorizing Hilton Inn to proceed with tenant work consisting of installation of "light sound" equipment in its Tiger Room at the Airport: Mr. Carr said that at his request, Airport General Manager, George F. Hansen, made a personal check on this item with the Hilton Inn officials, and on the basis of Mr. Hansen's comments, Mr. Carr was also recommending approval.

*****

Resolution No. 67-0280, re Retirements of Water Department personnel George R. Fleischman, Eneas Kane, Walter E. McGrew.

Commissioner White asked if the time for which the employees received credit was permanent employment, or limited tenure?

William A. McRobbie, Director, Bureau of Personnel and Safety, replied that these men all are permanent employees, having permanent tenure.

The Commission then discussed the matter of limited tenure employees in the Public Utilities Commission. Mr. McRobbie stated that one and one-half months ago his office submitted a list to the Civil Service Commission of all limited tenure positions in the Public Utilities Commission and requested that examinations be held.

Mr. Carr stated that as late as 11:00 o'clock this morning he has been meeting and conferring on this subject. The Civil Service Commission has indicated that because of lack of staff they cannot hold certain examinations at this time. Right or wrong--this is the information they give.

Mr. Carr said he, Assistant General Manager, James J. Finn, and Accounts Bureau Director, William J. Dwyer, are putting together a new list of key positions filled by limited tenure employees. A meeting is planned with General Manager, Personnel, George J. Grubb, to see if examinations for these positions cannot be held immediately.

Mr. Carr explained that Mr. McRobbie and Public Relations Director, James H. Leonard are working on a special retirement certificate to take the place of the present method of presenting resolutions to those Public Utilities Commission employees retiring with 25 years or more of City service.

*****

Communications:

The Secretary read a letter dated April 4, 1967, addressed to the Public Utilities Commission, signed by Howard C. Ullrich, City Manager of the City of Redwood City, California, in which he stated that the City Council at its meeting of March 27, 1967, adopted Resolution No. 5329, commending the Public Utilities Commission for making available land for the State College in Redwood City. Those Councilmen voting in favor of passage and adoption were Bury, Granger, Henderson, Keckley, Petersen, Rosselli, and Mayor Herkner. (Unanimous vote.)

*****

General Manager of Public Utilities:

Staff Meeting: Mr. Carr said Commissioner Goldman, represented the Commission at a staff meeting Wednesday, April 5, 1967, at which some forty top employees of the Utilities Commission met on a number of different subjects, including the budget, and the basic objectives of the Commission. Mr. Carr said it was an excellent meeting.

Commissioner Goldman, commenting on the meeting, said he was particularly impressed with the dedication, loyalty and pride shown by the heads of the various departments. They work long hours, feel keen responsibility, and have strong feelings toward their community.

*****

Heliport: Mr. Carr reported this project is moving along. Discussions are being held with Cyril Magnin, President of the Port Authority, relative to the agreement draft. One of the points is a 30-day cancellation clause, which they have agreed to take out.

*****

Junipero Serra Freeway: Mr. Carr said the Mayor, as of yesterday, has had no reply to his letter to Secretary of Transportation, Alan S. Boyd, in which he asked the Secretary to instruct the State to build the freeway on the route suggested by San Francisco.

*****

Airport Bond Issue: Mr. Carr said that April 27, 1967, is the deadline for official starting of the process through the Mayor and Board of Supervisors to put the airport bond issue on the November ballot. Meetings are being held; non-profit corporation financing is being looked into to see if there is any desirable way to reduce the amount of the bond issue from $98 million.

Mr. Carr said there is the matter of a Citizens Committee to move forward on the campaign, and Mr. Leonard is gathering data we did not have in the last campaign which will be helpful this time.

*****

San Mateo County Position on Junipero Serra Freeway: Mr. Carr stated that as a result of Commissioner White's inquiry as to the official position of San Mateo County on the location of the Junipero Serra Freeway, he contacted the San Mateo County Manager and Chairman of the Board of Supervisors. Mr. Carr was assured by both that the matter would be taken up again offically. Mr. Carr said the Commission would hear from them shortly.

*****

Airport Inspection Tour: Mr. Carr announced the new schedule for the airport inspection tour, leaving San Francisco Sunday, April 30, 1967, and returning Thursday, May 4. They will visit New York, Chicago, and Houston airports. Mr. Hansen is setting up appointments with carrier officials and airport officials, as well as architectural and engineering representatives. Mr. Carr said a letter was being written the editors of the Examiner and Chronicle inviting newspaper representation along.

*****

Hetch Hetchy Report: Mr. Carr said of particular significance, in view of the quite legitimate concern of San Francisco because of increasing cost of government, was that the report points out quite well what can be expected in power revenues this year.

Last year the figure was $11 million; this year it will be close to $15 million. The $11 million figure last year was gross--City had to buy $2 million worth of power to meet contractual customer obligations; and this also includes putting a new powerhouse (Kirkwood) into operation.

O.L. Moore, General Manager of Hetch Hetchy Project, in reply to Commissioner Goldman's question, said City cannot build up reserve over the years, but is trying to get this changed. He said all the hydro plants in the West will have more power than they need this year. PG&E will cut down some of its steam generation in the next few months and will have all of its hydro plants running close to peak. To up its load curve, City has taken on another customer the first of March and in May, and will try to match the generation capacity by assigned customers.

Commissioner Stack said he attended a meeting yesterday of the American Nuclear Society on the development of atomic reactors. He said the indications are that the reactor is the source of power for the next half century as hydro has been for the past half. The Hetch Hetchy department should keep abreast of the refinements being made in this field.

Mr. Carr said he is keeping abreast of what is happening thru the Atomic Energy Commission. He said the subject of private distribution of power vs public distribution of power can become a very emotional and controversial topic.

*****

Roll Call:

Commissioner White asked Mr. Carr for a report due today on the matter of further study of the re-routing of Haight Street transit lines discussed two weeks ago.

Mr. Carr said he had just received a written report from Vernon W. Anderson, General Manager, Municipal Transit System, relative to establishing a uniform routing for the lines involved during all hours of operating. Mr. Carr said he had not had an opportunity to review it. He pointed out this involves more City departments than just the PUC. Copies of the report were distributed to the Commission.

Commissioner White asked Mr. Anderson to report on the results of the week-end rerouting. Mr. Anderson said they were good, a vast improvement in the service, a reduction in the running time, although there are still delays on Sundays.

Commissioner White called for comments from those persons in the audience wishing to speak on the matter of re-routing 7 days a week.

James Browne, President, Haight-Ashbury Neighborhood Council said his executive board met in an emergency meeting last Saturday, discussed (1) the announcement of the Parking Authority that it was withdrawing its original resolution proposing 70-car off street parking in the Haight-Ashbury, and (2) the Public Utilities Commission's action relative to the re-routing of the Haight Street transit lines.

The full council meeting will be held Thursday night at Polytechnic High School, 8:30 p.m. at which time the matter of street closing will be discussed.

The executive board recommended to the council that the #7 line not be withdrawn from Haight Street on week days. The board asked Mr. Browne to strongly make this point to the Commission.

He asked the Commission not to make a decision until their council can have a full discussion with City authorities.

Mr. Browne said they are not concerned with the #71 and #72 at this time.

Marguerite A. Warren, Chairman, Transportation & Streets Committee, Sunset Community Improvement Club, Inc., said her organization was not concerned with the #7, but was concerned only with the #71 and #72 limited stop, the "lifeline" of the Sunset.

She said it was the proposal of the Sunset Community Improvement Club that instead of using Frederick and Page Streets as the re-routing streets for the #71 and #72, that Fell and Oak Streets, between Divisadero and Stanyan Streets be used on a 7-day basis. This would afford better and faster transportation. She suggested the placement of appropriate traffic signals at Divisadero and Fell Streets, and at Stanyan and Fell to facilitate the turning at these points.

Leonore Fifer, 1701 - 22nd Avenue, San Francisco. stated she was in favor of re-routing the #71 and #72 buses off of Haight Street daily. She recommended consideration of the Sunset Improvement Club's suggestion that Oak and Fell Streets be used. She also complained of the long delay in arrival of #71 and #72 buses at the 5th and Market Street terminal. Mrs. Fifer suggested the time be made at 3:30 p.m. for the change of service, or that an inspector be stationed there to provide buses when large groups of passengers are waiting.

Edward Coleman, President, Transport Workers; Union of America, Local 250A:

Mr. Coleman said although he was sympathetic to the suggestions made he also could see there were traffic problems involved. He said he believes Municipal Railway management recognizes now that while this was a weekend problem for the past few months, now it has become a daily problem. Some of the operators are getting 35 to 40 minutes late; this means the service is running late and people have to wait 30/35 minutes for coaches. Something should be done immediately to alleviate the Haight Street problem, he said.

*****

Commissioner Goldman suggested the matter be referrred to the General Manager of Public Utilities and taken up with appropriate authorities.. the Department of Public Works and others to see what can be done.

Commissioner Stack felt a date should be set when this will be heard before the Commission, either next Tuesday or the following Tuesday.

Mr. Carr said he was willing to solve the problem and make a recommendation to the Commission on the matter of policy. However, there is a City problem here in the Haight-Ashbury District which goes far beyond the policy problems under jurisdiction of the Commission. This involves cooperation between several City departments. He suggested solving the Municipal Railway problems and then see what can be done about the rest.

Mr. Carr said he would study Mr. Anderson's report and make a recommendation to the Commission, hopefully by next Tuesday.

*****

In view of next Tuesday, April 18, being the opening day of the Baseball Season in San Francisco, Resolution No. 67-0284 was unanimously adopted, changing the time of the meeting to 9:30 a.m. instead of 2:00 p.m.

*****

Commissioner Goldman complimented the Examiner and Chronicle in their support of the position of the Public Utilities Commission in the Junipero Serra Freeway matter, and expressed the gratitude of the Commission.

*****

Commissioner Goldman, commenting on the report and proposal submitted to them by the General Manager of Public Utilities on the subject of study of the organization and administration of the Public Utilities Commission, suggested that a two-point study be undertaken at an early date of the immediate needs at the General Manager's level.

The proposal from McKinsey and Company, Inc., Management Consultants, mentions a figure of $60,000 to $80,000 for the entire study. They should be able to give a reasonable figure for this part, he said.

THEREUPON THE MEETING ADJOURNED.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-325

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager of Hetch Hetchy Project, and the City Attorney, hereby approves the collections, month of March 1967 for damages which the Department has against miscellaneous debtors:

Bureau of Light, Heat and Power	$1,241.89
thru Bureau of Delinquent Revenue	865.25
	$2,107.14

and hereby approves transfer during the month of March 1967, amount $2,305.03 by the Bureau of Light, Heat and Power to the Bureau of Delinquent Revenue for collection; and approves abandonment under Bureau of Delinquent Revenue Authorization, claims in amount of $491.11.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves Traveling Expense Voucher as follows:

$140.00 expenses of O. L. Moore, 5144 General Manager - Hetch Hetchy Project, incurred on trip to Los Angeles, March 19-25, 1967 in participating in U. C. L. A. Engineering and Administration Course.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-267

WHEREAS, the City and County of San Francisco is empowered to acquire property as the site for an airport and to erect and maintain hangars and other air transportation operations facilities as may be necessary or convenient for airport purposes and has acquired and now owns and operates the San Francisco International Airport and, in connection with the operation of said San Francisco International Airport, the Public Utilities Commission of the City and County of San Francisco has exclusive control over the same, including power to lease lands within said San Francisco International Airport; and

WHEREAS, in connection with the operation of the San Francisco International Airport, the City and County of San Francisco is duly authorized to enter into contracts or otherwise cooperate with other public or private agencies pursuant to Section 50474(h) of the Government Code of the State of California and the Charter of the City and County of San Francisco; and

WHEREAS, the Public Utilities Commission has heretofore authorized United Air Lines, Inc. to make certain improvements to the San Francisco International Airport, including the filling of land to airport standards and the construction of buildings, structures and improvements necessary or useful in connection with or relative to air transportation operations and activities, all as more particularly described in certain leases between the City and County of San Francisco and its Public Utilities Commission, as Lessor, and United Air Lines, Inc., a corporation, as Lessee; and

WHEREAS, said improvements, when constructed, will constitute improvements to the property of the City and County of San Francisco and will become the property of the City and

County of San Francisco, subject only to the terms of said leases, and upon the expiration of the respective terms of said leases, will become the property of the City and County of San Francisco free and clear of the terms of said leases; and

WHEREAS, San Francisco Airport Improvement Corporation (herein called the "Corporation"), a nonprofit corporation, was formed on February 13, 1962, for the sole purpose of rendering financial aid and assistance to the City by financing, constructing and assisting in the construction of additions, betterments and improvements to the San Francisco International Airport; and the Corporation, with the approval of this Commission and with the acceptance by the Board of Supervisors of the gift of the beneficial ownership of all of the capital stock of the Corporation, has heretofore financed construction of a major maintenance base of Pan American World Airways, Inc. at San Francisco International Airport; and

WHEREAS, the Public Utilities Commission has received a proposal from San Francisco Airport Improvement Corporation for the financing of further improvements, as hereinbefore described, without cost to the City and County of San Francisco, and without encumbering public moneys under the jurisdiction of the Public Utilities Commission; and

WHEREAS, pursuant to Section 121 of the Charter of the City and County of San Francisco the Public Utilities Commission has secured a recommendation from the General Manager of Public Utilities that such financing is a feasible and proper alternative to the financing of such improvements through the use of public funds and that said proposal be accepted; and

WHEREAS, pursuant to that certain Declaration of Trust, dated as of February 1, 1963, the City and County of San Francisco is the beneficial owner of all the issued and outstanding shares of the capital stock of said San Francisco Airport Improvement Corporation; and

WHEREAS, said Declaration of Trust contains the following provision:

> "San Francisco Airport Improvement Corporation will undertake no new enterprises and no new financing without the prior consent of its sole stockholder, i.e. the City and County of San Francisco, which consent shall be evidenced by the approval of the said City's Board of Supervisors"; and

WHEREAS, under its Resolution No. 22225, adopted July 17, 1962, at the request of the Finance Committee of the Board of Supervisors, this Commission has declared, as its policy with respect to transactions for financing future airport improvements that as a condition of each assignment by an airport tenant to a nonprofit corporation the Commission proposed to require the approval of the Board of Supervisors;

NOW, THEREFORE, BE IT RESOLVED by the Public Utilities Commission of the City and County of San Francisco as follows:

> 1. It is hereby determined that, as a matter of public policy for the construction of improvements and the making of additions, betterments and extensions to the San Francisco International Airport, the proposal of the San Francisco Airport Improvement Corporation should be approved and accepted, and said proposal set forth in the letter of San Francisco Airport

Improvement Corporation dated March 27, 1967, now on file with the Public Utilities Commission, be and the same is hereby approved.

2. It is recommended that the Board of Supervisors approve the new enterprise and new financing as proposed by San Francisco Airport Improvement Corporation and further that the Board of Supervisors approve such subleases by United Air Lines, Inc. to San Francisco Airport Improvement Corporation, and the assignment of such lease or leases by United Air Lines, Inc. to San Francisco Airport Improvement Corporation, as may be necessary to finance the over-all program of improvements as proposed by San Francisco Airport Improvement Corporation; provided, however, that all such assignments, subleases and other relevant documents for each step of such additional financing shall be approved by the Airport General Manager, the General Manager of Public Utilities and the Public Utilities Commission; and the Secretary and Assistant General Manager, Administrative, Public Utilities is directed to transmit a certified copy of this resolution to said Board of Supervisors.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1268

RESOLVED, That this Commission hereby approves the drawings, identified as Exhibit "A", submitted by Hilton Inn, whereby said Company, at its own and sole expense and without rental credit, will install the equipment and do all other work necessary to operate a "Light Sound" show in the Tiger Room of the Hilton Inn at San Francisco International Airport; said drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Hilton Inn to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

WD Contract No. 1296--Excavation and Repaving for Water Service Renewals.

WD Contract No. 1308--Painting Exterior of Water Department Building, 425 Mason Street.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 57-290

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1288 - Laying of 6-inch Cast Iron Mains in Wayland, Utah, Sawyer and Other Streets - to M. F. Weber Pipeline Construction, in the net amount of $21,863.00 and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1957

James

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67- [illegible]

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1289--Relocation of 24-Inch Steel Main in San Jose Avenue Between 26th and Army Streets to McGuire and Hester in the net amount of $10,765.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-222

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department No. 1294 - Resurfacing Ravenswood Access Road (in San Mateo County), to O. C. Jones & Sons in the amount of $6,114.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0273

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: ROBERT P. HURFF

Permit to occupy for horse grazing purposes, a portion of the Hetch Hetchy Bay Division Pipeline right of way; said portion being 550 feet in length, adjoining Edgewood Road westerly of its intersection with the Cordilleras Road, near Redwood City. Subject to a consideration of $50 per year.

This cancels, due to non-use, that certain permit issued to John G. Perez by Resolution No. 65-0774, adopted September 28, 1965.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0271

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities to execute that certain City of Belmont's Agreement dated February 27, 1967 granting the City and County of San Francisco permission to construct an underground one inch telephone conduit across Hallmark Drive, as delineated on Exhibit A, attached to the aforesaid agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission
at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work as satisfactorily completed; approves Credit Modification of Contract in the amount of $224.85; approves Final Payment in amount of $4,004.65, in favor of Associated Pipeline, Inc., under Water Department Contract No. 1261, Laying of 6" C.I. Main in 14th Avenue, between Quintara and Rivera Streets.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes the attendance of two staff members of the San Francisco Water Department, as designated by the General Manager of Public Utilities, at the Spring Meeting of the California Section of the American Water Works Association, to be held in Newport Beach, California, April 20 - 22, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0277

RESOLVED, That this Commission approves the terms and conditions and authorizes the execution of a right-of-way lease to Standard Oil Company of California (copies of which lease are on file with Commission's Secretary) of certain Water Department property in Alameda County, California (Water Department Drawing D-1426-1), to install and maintain an 8-inch oil products pipeline within and along said leased right-of-way for a period of ten (10) years, retroactive from and including June 1, 1965, with an option to renew for an additional ten (10) year period, at an annual rental of $5,000.00, payable yearly, in advance, starting on June 1, 1965; and be it further

RESOLVED, That the Standard Oil Company of California Right-of-Way Lease authorized by Public Utilities Commission Resolution No. 66-0829, adopted October 11, 1966, is hereby rescinded.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby amends that certain Water Department Revocable Permit authorized by Resolution No. 66-0805 adopted October 4, 1966, whereby County TV Cable is named the permittee in lieu of Hi-Fidelity TV Cable System Company; subject to all terms and conditions as authorized by foresaid Resolution No. 66-0805.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

WHEREAS, George R. Fleischman, Automotive Machinist, has retired from the service of the City and County of San Francisco after more than forty-two years of service with the San Francisco Water Department; and

WHEREAS, In the performance of his duties as an automotive machinist, where he was in charge of automotive equipment in the City Distribution Division, in his contacts with the public, his fellow employees and the heads of Divisions, he has earned their respect and admiration; and

WHEREAS, The Public Utilities Commission recognizes the valuable service that Mr. Fleischman has rendered the people of San Francisco, while employed by said San Francisco Water Department; therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. Fleischman its best wishes for a long and happy life, and the assurance of its appreciation of work well performed; and be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby, directed to prepare a copy of this resolution for presentation to Mr. George R. Fleischman.

President

Mayor

Vice President

General Manager of
Public Utilities

Commissioner

General Manager and
Chief Engineer
Water Department

Commissioner

Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

WHEREAS, Eneas Kane, Utility Plumber, has retired from the service of the City and County of San Francisco, Water Department, after more than twenty-five years of service; and

WHEREAS, In the performance of his duties as a Cribber, Trackman and Utility Plumber, in his contacts with the public, and his fellow employees he has earned their respect and admiration; and

WHEREAS, The Public Utilities Commission recognizes the valuable service Mr. Kane has rendered the people of San Francisco while employed by said San Francisco Water Department; therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. Kane its best wishes for a long and happy life, and the assurance of its appreciation of work well performed; and be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby, directed to prepare a copy of this resolution for presentation to Mr. Eneas Kane.

President

Mayor

Vice President

General Manager of
Public Utilities

Commissioner

General Manager and
Chief Engineer
Water Department

Commissioner

Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APR 11 1967

James J. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION NO. 67-1029

WHEREAS, Walter E. McGrew, Utility Foreman, has retired from the service of the City and County of San Francisco, Water Department, after more than thirty-five years of service; and

WHEREAS, In the performance of his duties as a General Clerk, Waterworker, Serviceman and Utility Foreman, in his contacts with the public and his fellow employees, he has earned their respect and admiration; and

WHEREAS, The Public Utilities Commission recognizes the valuable service Mr. McGrew has rendered the people of San Francisco while employed by said San Francisco Water Department; therefore, be it

RESOLVED, That the Public Utilities Commission, on behalf of the people of the City and County of San Francisco, in recognition of his long and faithful service, by this resolution, expresses to Mr. McGrew its best wishes for a long and happy life, and the assurance of its appreciation of work well performed; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be, and he is hereby, directed to prepare a copy of this resolution for presentation to Mr. Walter E. McGrew.

President

Mayor

Vice President

General Manager of Public Utilities

Commissioner

General Manager and Chief Engineer Water Department

Commissioner

Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APR 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby terminates, effective March 31, 1967, that certain revocable permit to Beckman and Whitley, Inc., authorized by Public Utilities Commission Resolution No. 24,317, adopted September 29, 1964, covering that certain property located on the Hetch Hetchy right-of-way off Whisman Avenue, Mountain View, as shown on Water Department Drawing B-2714, said property to be used for parking, light storage, and landscaping, at a consideration of $75.00 per month plus taxes and assessments; and be it further

RESOLVED, That this Commission hereby authorizes the refund to Permittee of real estate taxes, paid in advance, in the amount of $163.55, and the refund of Permittee's deposit now held by City in the amount of $225.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0191

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16527, adopted July 16, 1956, payment of claims in the amount of $789.07, made by the San Francisco Water Department, month of March, 1967, per Revolving Fund Voucher No. 2600.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby approves the drawings, identified as Exhibit "A", submitted by American Airlines on behalf of SFO Helicopter Airlines, Inc., whereby the latter, said Company, at its own and sole expense and without rental credit, will construct a Station Manager's office and provide additional access to the ramp area and do all other necessary and related work in the Gate 45 area at Pier "E" at San Francisco International Airport; said drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes SFO Helicopter Airlines, Inc. to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

James J. [illegible]

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67— 393

RESOLVED, That this Commission hereby approves Traveling Expense Voucher in the amount of $724.94, covering expenses of General Manager of Public Utilities, James K. Carr, incurred on trip to Washington, D. C., March 5-11, 1967 to confer with officials of the Departments of Interior, Commerce, and Transportation, as well as to confer with such other officials and agencies as were necessary with reference to the location of the Junipero Serra Freeway.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 11 1967

James J. Finn
Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That Resolution No. 16,931, adopted January 14, 1957, setting forth official time and place of meeting of the Public Utilities Commission, be and the same is hereby amended as follows:

> The time of the regular meeting of Tuesday, April 18, 1967, is hereby advanced to commence at 9:30 a.m. of said day in lieu of 2:00 p.m.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 11 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0265-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
CC Creve C. Maples Jr.	February 25, 1967	$ 750.00
MC Harry Schoenhaut	December 11, 1966	650.00
TC Alexander M. Young	January 3, 1967	750.00
Litigated Settlements		
TC Dr. Francis Sullivan	*March 18, 1965 or **May 18, 1965	1,500.00
MC Emilio Ruta	April 30, 1966	950.00
CC Harry Field and Lena Field	October 12, 1963	2,700.00
MC Joe Fred Espinoza aka Joseph F. Espinoza	August 3, 1964	3,000.00
TC Desider Wollner	November 14, 1964	1,400.00
Judgment		
MC Joyce C. Dodge, aka Joyce Catherine Dodge and State Farm Mutual	***September 20, 1965 or ****September 26, 1965	908.27
	plus costs	44.00
	Appropriation No. 6.735.804.000	$12,652.27

*Correct Date
**Claimant's Date

***Date shown on claim
****Date shown on complaint

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 11, 1967

Secretary and Assistant General Manager, Administrative

XERO COPY XERO COPY XERO COPY XERO COPY

4/1/67.

SAN FRANCISCO AIRPORT IMPROVEMENT CORPORATION
SUITE 1101, 310 SANSOME STREET
SAN FRANCISCO 4, CALIFORNIA
YUKON 1-7650

March 27, 1967

Mr. George Hansen, Manager
San Francisco International Airport
San Francisco, California

Dear Mr. Hansen:

Enclosed herewith please find a copy of a letter addressed to this corporation from United Air Lines, Inc. (United) dated March 7, 1967. As you will see, this letter requests that this corporation undertake the financing of the construction of proposed facilities of United at the San Francisco International Airport therein outlined for the approximate total of not more than $17,600,000. United's letter has been reviewed by our Board of Directors, who have approved the application in principle. Pursuant to the request contained in the letter our directors have asked me to forward it to you.

While I know that you are personally familiar with the projects which have already been financed at the airport by this corporation, the project which is presently pending, and the mechanics under which these projects have been arranged, for the benefit of anyone to whom you wish to transmit copies of this letter the following review is submitted.

This corporation was formed in 1962 at the instance of public spirited citizens for the sole purpose of rendering financial assistance to the City by financing, constructing and assisting in the construction of additions, betterments and improvements at the airport. All of the issued and outstanding stock of this corporation is held in trust for the sole benefit of the City.

To date our corporation has engaged in the successful financing of the following improvements at the airport: (a) the Pan American major maintenance base on Plot 1, and (b) the Pan American simulated trainer building on Plot 1-C. In addition, there is pending and we hope to shortly conclude the financing of Pacific's facilities on Plot 11.

The format of each transaction has been substantially the same, and we believe that if approved the format of the financing for United will follow the same general course. Basically, the steps are as follows:

The airline is already leasing or concludes a lease from the City of [illegible] property at the airport. Thereafter the airline assigns [illegible] lease to our corporation and in turn our corporation subleases the property back to the airline, all with the specific consent of the City. Thereafter our corporation issues bonds in the amount required to construct the facilities in question and the sublease from our corporation to the airline provides that the airline will pay rent to this corporation in an amount sufficient to pay the interest and principal on the bonds and to pay all of the expenses of this corporation in connection with the transaction. All of the documents are subject to specific approval of the Public Utilities Commission and in all instances they require that all disbursements from the bond proceeds must have the prior approval of the City Controller. The airline in question is required in all respects to comply with all of the provisions of its lease of airport lands with the City.

As you know, our corporation has agreed with the City, as its sole stockholder, that it will not undertake any new enterprises or any new financing without the prior consent of the City, which consent must be given by the Board of Supervisors. In the past an over-all program of financing, such as is outlined in the enclosed letter from United, has been approved in principle by the Board of Supervisors with the condition that the details of each individual financing transaction be approved by the Airport Manager, the Manager of Utilities and the Public Utilities Commission.

Therefore, if you and Mr. Carr approve of the request contained in the enclosed letter from United we would appreciate your submitting the matter to the Public Utilities Commission for its approval, with the further request that the Commission forward the matter to the Board of Supervisors for its approval in principle. Thereafter, as stated above, each individual transaction and all of the documents and details relating thereto will be submitted to you, the Manager of Utilities, and the Public Utilities Commission for specific approval. As you know, the transaction with respect to the financing of each individual facility is subject to obtaining a favorable ruling from the Internal Revenue Service. The

Service has issued favorable rulings in connection with the two completed projects above noted and there is now pending before the Service a request for ruling with respect to the Pacific financing above referred to.

Should you, Mr. Carr, or anyone else concerned with this matter have any questions or comments with respect to the matters contained in United's letter or this letter, the writer, our attorney and representatives of United would be delighted to discuss them with you. In addition, of course, we would be happy to appear before the Public Utilities Commission if you determine that the matter should be submitted to it.

Yours very truly,

SAN FRANCISCO AIRPORT
IMPROVEMENT CORPORATION

By ______________________________
Albert E. Schlesinger, President

UNITED AIR LINES

Mailing address: P.O. Box 8800, O'Hare International Airport, Chicago, Illinois 60666 Phone 625-1400
Location: Elk Grove Township on Route 62, one-half mile west of Route 83

EXECUTIVE OFFICES

March 7, 1967

San Francisco Airport Improvement Corporation
310 Sansome Street
San Francisco, California 94104

Attn: Mr. Lawrence Draper, Jr.

Gentlemen:

United Air Lines, Inc. (United) is the lessee of a certain parcel of real property known as Plot 4 at the San Francisco International Airport (the Airport) under a lease between United and the City and County of San Francisco (City), as lessor. United contemplates the immediate construction of a four-story building on a portion of Plot 4 which will be used as a maintenance garage and general office facility. The proposed site contains approximately one acre and the proposed building will contain approximately 90,000 square feet. The total cost is estimated to be approximately $2,250,000.

United is also the lessee of approximately 73 acres of airport land under separate lease dated December 1, 1947. United contemplates the construction this year of a kitchen, cafeteria and general office building on a site containing approximately one acre. The building will contain three floors with a total square footage approximating 60,000 square feet. The total cost is estimated to be approximately $2,250,000.

In addition, United contemplates that it will require new or expanded facilities at the Airport, the cost of which, including the foregoing, will total as much as $17,600,000. At the moment it is not possible to estimate accurately the extent and cost of these future capital requirements. However, the following summary reflects the general type of facility contemplated and the approximate estimated cost thereof:

(1)	Presently planned maintenance garage and office building	$2,250,000.00
(2)	Presently planned cafeteria-office building	2,250,000.00

(3)	Jet Engine Test Cell at the Maintenance Base in 1968	$ 900,000.00
(4)	Maintenance Base Hangar facilities for B-747 and SST aircraft will be required approximately in 1968	5,500,000.00
(5)	Maintenance Base Replacement Building for the existing Stearman-Hammond Building. This building will be required approximately in 1969.	5,500,000.00
(6)	Jet Engine Test Cell after 1970	1,200,000.00
	Approximate total not more than	$17,600,000.00

By this letter United is formally requesting that the San Francisco Airport Improvement Corporation undertake the financing of the construction of the facilities outlined above, or such part thereof as United will ultimately require. It is our desire to have you undertake the financing and construction of these facilities in a manner similar to that which has been extended to Pan American World Airways, Inc. for its maintenance base and flight training building at the Airport.

It is our understanding that you cannot undertake a new financing without the consent of the City, which must be given by the City's Board of Supervisors. Moreover, we understand that the details of each separate project will require the approval of your Board of Directors, the specific approval of the Airport Manager, the Manager of Utilities, and the San Francisco Public Utilities Commission.

If you are willing to assist us with these contemplated projects, we would appreciate it if you would take the necessary steps to seek the approval of this overall program by the Board of Supervisors, with the understanding that each separate project will require the specific approval of the Airport Manager, the Manager of Utilities, and the Public Utilities Commission, as required by our lease.

In support of this request we would like to call your attention to the following considerations of which you are undoubtedly aware:

(1) Every Airport, including the San Francisco International Airport, is faced with making tremendous expenditures for new or common use facilities (runways, terminal buildings, parking facilities, et cetera) to accommodate new types of subsonic aircraft which will be in service in the very near future, as well as supersonic aircraft which are contemplated to be in operation in the early 1970's. New facilities are contemplated, not only by

the introduction of new types of aircraft, but because of the great growth of air transportation, which has far exceeded expectations when original jet transports were introduced in 1959.

(2) Presumably, in the light of past experience, the City will not have the necessary funds to make improvements for its tenants of the kind outlined herein, in view of the need for the City to make large expenditures for common use facilities.

(3) All airlines, including United, must keep pace with new developments in aircraft. The cost of aircraft alone will be a great financial burden on the airlines. The requirement for an airline to make additional capital expenditures for ground facilities in order to keep abreast of these developments presents an additional financial burden.

(4) Financing rendered by your Corporation, in connection with ground facilities, would permit United, as well as any other airline, to be in a more favorable position to move readily forward with the expenditure of funds for ground facilities at the Airport, which would not be financed by the City or your Corporation. Such facilities constructed by an airline would, of course, benefit the City, since title to such improvements would vest in the City upon termination of the particular lease involved.

(5) The projected growth of air transportation, and particularly of the service of United at San Francisco, requires expanded ground facilities, all of which taken together, will result in an increase of employment representing a larger payroll and purchasing expenditures in the San Francisco area, with resulting benefits to the community.

We would appreciate your consideration of our request, and we will be prepared to meet with you at any time to discuss this matter and to work in cooperation with you and the City to finalize our objectives.

Very truly yours,

UNITED AIR LINES, INC.

Curtis Barkes

Curtis Barkes
Executive Vice President
Finance and Property

HETCH HETCHY WATER SUPPLY
POWER AND UTILITIES ENGINEERING BUREAU

MEMORANDUM

TO: JAMES K. CARR
General Manager of Public Utilities

DATE: April 11, 1967

FROM: ORAL L. MOORE
General Manager

SUBJECT: MONTHLY REPORT ON ACTIVITIES OF THE DEPARTMENT

HETCH HETCHY PROJECT

Water Conditions

Storms during the month of March have increased the snowpack on the City's mountain watersheds substantially and it is anticipated that the snowmelt this spring will result in spilling of Hetch Hetchy, Lake Lloyd and Lake Eleanor Reservoirs this summer. Following is a summary of storage conditions in these reservoirs and precipitation to date:

Reservoir	Capacity in Acre Feet	Storage in Acre Feet on April 6, 1967	Precipitation to Date (inches)	Normal to Date (inches)
Hetch Hetchy	360,400	91,540	35.42	28.60
Lake Lloyd	268,800	86,040	52.25	38.50
Lake Eleanor	27,100	3,859	---	---
	656,300			

Power Production

During the month of March, Moccasin, Dion R. Holm and Robert C. Kirkwood Powerhouses generated 44,715,000, 52,409,000 and 52,976,000 kilowatt-hours respectively.

Robert C. Kirkwood Powerhouse

Miscellaneous work in progress included testing of heating and ventilating system, general cleanup, additional testing and adjusting of voltage regulators, testing of automatic synchronizing system and correction of minor contract deficiencies. Acceptance testing of the generator began on April 5, 1967. Turbine acceptance tests began on April 10, 1967. Final governor tests are scheduled for April 16, 1967.

Canyon Penstock

Final cleanup work continues. An accident on March 8, 1967 injured two workers and prompted the laborers to walk off the job for two days. All work resumed on March 13, 1967.

Deflector Walls and Access Shaft Housing at O'Shaughnessy Dam

Construction of deflector walls is now complete except for cleanup work. The placing of concrete for the access shaft house is also complete. There has been a delay in delivery of the domestic water pump.

Painting of Drum Gates, O'Shaughnessy Dam

Plans and specifications have been completed for Hetch Hetchy Contract No. 395, Sandblasting and Interior Painting of Spillway Drum Gates, O'Shaughnessy Dam. This work will be advertised in May, 1967 in order to permit the work to be done after completion of the snowmelt runoff this year. Estimated cost of the work for the three 65 feet long spillway gates is $30,000.

Cherry Valley Access Road

Plans and specifications were advertised for Hetch Hetchy Contract No. 387, Repaving Cherry Access Road, with bids to be opened on April 13, 1967. The repaving of this first section of about 13 miles from the Cherry River Bridge to Cherry Valley Dam is estimated to cost about $150,000.

South Fork Crossing Study

The professional services agreement with Woodward, Clyde, Sherard and Associates for a study of protective measures for the South Fork Crossing of the Hetch Hetchy Aqueduct is awaiting certification by the Controller.

New Moccasin Powerhouse Groundbreaking

A groundbreaking ceremony was held on April 1, 1967 at the site of the New Moccasin Powerhouse. Representatives of the City, Turlock and Modesto Irrigation Districts, Sacramento Municipal Utility District, Tuolumne County Board of Supervisors and State and Federal agencies were present for the occasion. Public Utilities Commission President Thomas P. White, General Manager of Public Utilities James K. Carr and Hetch Hetchy General Manager Oral L. Moore officiated at the ceremony. The new powerhouse will replace the present Moccasin Powerhouse which has been in continuous service since August, 1925 and has produced $115,000,000 of power revenue for the City.

New Moccasin Powerhouse

The contractor has moved onto the jobsite and has completed the removal of existing structures. Relocation of the various existing piping runs has been started. Development of haul roads and parking lots is underway. The removal of the existing electrical facilities on the jobsite was completed by City forces on March 22, 1967.

New Moccasin Warehouse

Final cleanup work is progressing.

San Joaquin Pipeline No. 3, Section A

Section A-1 - Work in progress includes fabricating and testing of steel pipe cylinders; pouring of concrete pipe sections, and wrapping and guniting.

Section A-2 - Work in progress includes trench excavation; fabrication and testing of pipe sections; coating, wrapping and laying of pipe, and backfilling. As permitted

in the specifications, Circuit No. 4 of the Moccasin-Newark Transmission Line between Moccasin Powerhouse and Oakdale Substation is being de-energized as necessary to enable the contractor to operate his crane under the line for pipe installation.

Foothill Tunnel

The Foothill Tunnel was flushed and, on March 30th, an inspection party examined the tunnel section between Rock River and Oakdale Portal. The inspected section was found to be in generally excellent condition.

New Electric Power Customer

Arrangements are being made by the Pacific Gas and Electric Company to assign to Hetch Hetchy as a customer load effective May 1, the California Ammonia Company of Lathrop, California, in order to utilize the excess generation made available by commercial operation of Kirkwood Powerhouse. The sole product of this company is anhydrous ammonia and it is sold in its entirety to the Best Fertilizer Company for the manufacturing of fertilizer products. The electrical load is estimated at 15,000 kilowatts with monthly energy consumption of 8,500,000 kilowatt-hours.

AIRPORT ENGINEERING AND CONSTRUCTION

Improvements to Piers C and D

Remodeling and roofing work of Pier D continues. Prime contractor's failure to coordinate work with subcontractor adversely affected progress.

Pier D Signs

The shop drawings have been approved.

Waterproofing and Roof Drainage, South Terminal, Pier E and F

This contract was completed on March 3, 1967.

Additional Operations Area, Lower Level, Pier FF

This contract is complete except for a few minor items. The delay has been due to non-delivery of materials required under the tenant portion of the contract.

South Terminal Baggage Facilities

Adverse weather conditions have prevented the erection of the shelter.

Baggage Conveyor Systems, 7 and 11

A modification of the electrical portion of this contract had delayed completion. The remaining work is expected to be completed early in April.

Pavement and Utilities, Cargo Building No. 5

The warehouse and trailers were moved to their new location. Adverse weather conditions have prevented progress on the grading required for paved areas.

Extension of Runway 28R

Plans and specifications are being finalized for the extension of Runway 28R from 9,700 feet to 11,800 feet. Airport tidelands will be reclaimed by using either the dry-fill or hydraulic-fill method. Cost of the work is estimated to be about $3.5 million of which the Federal Aviation Agency will contribute 53% of the cost of extending the runway to 10,900 feet only.

Approximately 2,000,000 cubic yards of fill material will be required for the extension. The runway portion of the fill area will be surcharged to a height of 6 feet to accelerate settlement and consolidation of the underlying bay mud. Estimated construction time is 1-1/2 years. A second contract will cover the paving of the runway and taxiways.

Grading for Glide Slope, Runway 28L

The required stripping work has been completed. Adverse weather conditions have prevented the grading work from proceeding.

In Runway Lighting, Runway 28L and Centerline Lighting of Taxiway J

Work is being delayed due to problem involving FAA approved epoxy base for conduits and runway lights.

Demolition and Removal of Obstructions, Runway 10R

The contractor resumed operations on March 15. Demolition of the remaining building is underway.

Installation of Traffic Control for Taxiway F at Runways 1L and 1R

Work on control system continues.

Relocation of Taxiway R

Work is stopped due to adverse weather conditions.

Drainage & Pumping Station, South Lomita Canal

This contract was completed on March 29, 1967.

Alterations to Sewage Pumping Station No. 2

This contract is complete except for minor work awaiting delivery of certain materials.

Drainage Pumping Station No. 5

Progress on this work has been halted pending the delivery of the pumps.

Completed Contracts

A-473 - Furnish and Install Entrance Controls Parking Garage
A-474 - Modification of Substation No. 1
A-475 - New Partitions Air Cargo Building No. 3
A-477 - Relocation of Sewage Pump Discharge Pier F
A-489 - Install Waterproofing Membrane Third Level Parking Garage

Tenant Construction

Airborne Freight	New Building Construction, Plot 10A
Air California	Ticket Counters & Gate Room Facilities
Canadian Pacific	Ticket Counter Facilities

Tenant Construction - Contd.

Federal Aviation Agency	IFSS Office Window Modification
Pacific Airlines	Maintenance Base, Plot 11
Pan American	Office Modn. Hangar Bldg. Plot 1
Qantas Airways	Modifications, Air Cargo Building 3
Shell Oil Co.	Relaxation Chamber
Texaco Inc.	Facilities Expansion, Plot 3D
Trans World Airlines	Modification to Ticket Counter
United Airlines	Building 84, Plating Shops
	Modification Hangars 1 & 2, Bldg. 3
	Expansion of Plasma Arc Facility
	Expansion Electric Distribution System
	Building 84, Mezzanine Floor Addition
	Expansion of Hangars 10 and 11
	Emergency Evacuation Training Facility
	Flight Information Board
	Fuel Hydrant Relocation, Pier C
	Modifications to Pier B
	Temporary Baggage Claim Area
	Pier C, Gate Room 21 and 27 Remodel
West Coast	Passenger Loading Bridge, Gate 41, Pier E
Western Airlines	Temporary Maintenance Facility at Fuel Truck Parking
	Pier F and FF, Ground Floor Modifications
U. S. Post Office	New Post Office, Plot 10B

Sewage Treatment by South San Francisco

Staff completed draft of an agreement relative to the proposal to join the Cities of San Bruno and South San Francisco on a partnership basis for the delivery and treatment of Airport sanitary sewage at the South San Francisco Sewage Treatment Plant. All industrial wastes will be excluded. UEB and Airport staffs will meet with both cities to discuss provisions of agreement prior to submittal to the Public Utilities Commission for approval.

Design Standards and Guide for Tenant Improvement

Staff met with Airport Management on the tentative draft of "Design Standards and Guide for Tenant Improvements at San Francisco International Airport". Upon final revision, these standards will be submitted to the Public Utilities Commission for formal approval and incorporation as part of the Airport Rules and Regulations.

Heliport

Staff has been in close communication with City Attorney's Office relative to the location of parking lots to be made available for use by displaced parking tenants of the Port Authority due to the proposed Heliport north of the Ferry Building.

A second proposal has been received from the Redevelopment Agency wherein lots west of Drumm Street are offered in lieu of the previously approved lots between Drumm Street and the Embarcadero. The approved lots are closer to the Ferry Building and were acceptable to the Port Authority. City Attorney's office will discuss this matter with the Port Authority who must approve these new locations.

Plans and specifications have been completed for the Heliport based on the previously approved parking lots.

The substitution of alternate new locations will require revisions to construction and electrical plans and will increase cost of the work as all of the alternate sites will need new sub-base and paving.

San Bruno Flood Control and Drainage District

Staff met with County Engineer of San Mateo County and City Engineer of San Bruno relative to the technical requirements and scope of investigation by consultants on the formation of the joint Flood Control District consisting of the north part of the Airport and the City of San Bruno.

MUNICIPAL TRANSIT SYSTEM ENGINEERING AND CONSTRUCTION

Visitors' Facility, Cable Carbarn

Eight (8) bids were received on March 16, 1967 for Municipal Transit System Contract No. 498, Visitors' Facility, Cable Carbarn. The total low bid of $38,926.00 was submitted by F. W. Jones, Inc. of San Francisco, California. High total bid was $54,377.00. Award has been made to the low bidder.

Pole Relocation for Clay Street Widening

Installation of poles is continuing.

Relocation of Trolley Coaches Mission to South Van Ness; 16th - 17th St.

Work in progress included setting and guying of poles and stringing of feeder cable.

Bids Due

Contract No.	Title	Estimated Cost	Remarks
MR-511	Protective Window Screens, Turk St. Substation (Informal)	$ 4,800	Bids due April 13, 1967
MR-520	Paint Forest Hill Station	$13,000	Bids due April 6, 1967
MR-521	Paint Washington-Mason Cable Carbarn	$15,000	Bids due April 6, 1967

Repairs to Ventilation Shaft Building, Twin Peaks Tunnel

Plans and specifications were completed for Municipal Transit System Contract No. 512, Fencing, Roofing and Repairs at Ventilation Shaft of Twin Peaks Tunnel. The work includes repairs to the leaky roof of the vent shaft structure, backfilling of settled ground around the building, installation of security fencing, new door and louvers. Estimated cost of the work is $6,100.

Removal of Trolley Poles

Letters have been sent to all private and public agencies notifying them of City's intent to remove certain steel and concrete poles no longer in use by Muni but on which these agencies have attachments and/or contacts. A contract for the removal of the poles not required will be scheduled based on the replies received from the above agencies.

Embarcadero Plaza Terminal

Engineering design for the new Muni terminal at Mission and Steuart Streets is approximately 80% complete. All Muni work will be incorporated in the Department of Public Works' contract for reconstructing Steuart Street. Purchase order for the required overhead line material for the trolley coaches has also been completed. Muni will furnish these materials to the contractor for installation under the contract.

UTILITIES ENGINEERING BUREAU

STATUS OF CONSTRUCTION CONTRACTS

April 1, 1967

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Hetch Hetchy					
HH-331	Kirkwood PH Generators	$ 842,394	0	99	100
HH-376	Kirkwood Powerhouse	4,419,677	0	99	100
HH-377	Kirkwood Penstock	2,342,000	0	99	100
HH-379	San Joaquin Pipeline No. 3 Section "A"	5,656,941	12	28	32
HH-382	Moccasin Powerhouse Replacement	4,096,515	0	0	5
HH-391	San Joaquin Pipeline No. 3 Conn. to Oakdale Manifold	187,636	0	0	5
HH-392	Spillway Deflector Walls O'Shaughnessy Dam	123,122	11	93	83
HH-397	New Moccasin Warehouse	109,987	9	98	100
HH-401	Electrical Utilities and 230 KV Towers at Moccasin	37,410	25	85	100
Airport					
A-252	Drainage Pumping Station South Lomita Canal	178,112	2	100	100
A-382	Demolition and Removal of Obstructions - Runway 10R	26,573	7	82	100
A-387	Alterations to Piers C and D	135,944	14	85	100
A-396	In-runway Lighting 28L and Centerline Lighting Taxiway J	231,594	1	59	100

(Continued)

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Airport - Contd					
A-433R	Waterproof & Roof Drainage So. Terminal Piers F & G	$ 41,943	3	100	100
A-434	Traffic Control for Taxiway F Runways 1L and 1R	9,677	0	50	100
A-440R	Baggage Conveyor Systems 7 & 11 South Terminal Building	45,375	5	95	100
A-451	Pavement Reconstruction Taxiway E	219,307	0	0	8
A-452	Apron Pavement for Cargo Bldg. 5A	219,909	10	31	100
A-455	Alterations to Sewage Pumping Station No. 2 (Emergency)	7,800	0	95	100
A-456	Pier D Signs (Informal)	3,151	0	0	100
A-459	Add Operations Area Lower Level Pier FF	18,743	10	90	100
A-462I-2	Replace Gas Appliances With Electric (Informal)	3,948	0	0	78
A-464	Relocation of Taxiway R	106,151	8	34	100
A-465	Drainage Pumping Station No. 5	43,835	6	89	100
A-467R	Replace Effluent Line at Sewage Treatment Plant	6,785	Awaiting Certification		
A-470	Grading for Glide Slope Site - Runway 28L	22,988	15	15	100
A-471	South Terminal Baggage Facility	24,120	32	75	92
A-473	Entrance Controls Parking Garage	17,924	100	100	32
A-474	Modification of Substation I	3,944	100	100	100

(Continued)

Contract No.	Title	Contract Amount	% Completed Last Month	% Complete To Date	% Time Elapsed
Airport - Contd.					
A-475	New Partition Air Cargo Bldg. 3	$ 1,966	25	100	100
A-477	Relocate Sewage Discharge Pier F	1,584	100	100	100
A-482	Additional Signs Central & South Terminals	1,890	0	0	73
A-489	Waterproof Membrane Third Level - Parking Garage	2,977	100	100	100
Transit System					
MR-509	Pole Relocation for Clay St. Widening	8,470	36	51	100
MR-510	Exhaust System 24th and Utah Shop	4,686	0	20	53
MR-522	Relocate Trolley Coaches Mission to South Van Ness	276,031	15	25	22

SAN FRANCISCO WATER DEPARTMENT
STATUS OF CONSTRUCTION CONTRACTS

April 7, 1967

Contract No.	Title	Contract Amount	Authorized Payments To Date	Percent Com-plete	Percent Time Elapsed
WD-1190	Constr. of Crystal Springs Bypass Tunnel & Appurtenant Work	$8,616,850.00	$2,100,680.41	32 (Mod)	19
WD-1210	Constr. of San Antonio & Sunol Pumping Stations	1,258,500.00	401,724.27	45	91
WD-1232	8" CIM in Quint St., between Newcomb & Jerrold Aves.	10,898.60	None	0	145
WD-1240	Constr. of 60" San Antonio P/L and 36" Sunol P/L	1,018,651.25	915,354.85	99	95
WD-1249	Elevator Installation, 425 Mason St., San Francisco	79,765.00	22,222.33	48	76
WD-1253	8" & 12" CIM in Burnett, No. of Dixie Alley	18,188.00	None	0	40
WD-1264	Rehabilitate Lining of Sutro Res.	120,420.00	None	29	21
WD-1272	16" Ductile & 24" & 30" Steel Mains in Junipero Serra, Garfield, Randolph & Other Sts.	408,583.00	28,738.17	32	29
WD-1277	4" & 6" CIM in Fern, Franklin & Other Sts.	35,726.00	7,922.80	88	88
WD-1280	Connections of Alameda Crk. Siphon #3	174,765.00	20,728.80	75	50
WD-1282	Exc. & Repaving for Water Ser. Renewals	42,100.00	None	83	55

The following contracts have been completed since last report:

WD-1180 BDPL No. 4, Sec. "A" & Alameda Creek Siphon No. 3 - March 9, 1967.
WD-1251 4" & 6" CIM in Funston Ave., So. of Quintara St. - March 17, 1967.
WD-1290 Cement Mortar Line Portion of 54" San Andreas P/L - March 21, 1967.
WD-1293 Relocation of 48" I.D. Steel Main in James Rolph Playground - March 24, 1967.

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

April 18, 1967

Room 282 - City Hall

9:30 a.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order. 9:35 a.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: None

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Rousseau.

Approval of the minutes of the regular meetings of April 4 and April 11, 1967, was put over.

RESOLUTION NO.

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolution was adopted:

67-0285 H Acceptance of donation of two street lights and standards from Western Pacific Railroad Company.

Vote: Ayes-Commissioners Stack, Rousseau, Goldman, Kelly
Noes-Commissioner White
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolution was adopted:

67-0286 H Modification of Contract No. HH-379 - San Joaquin Pipeline No. 3, Section A; Vinnell Corporation - Debit $1,609.64

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0287 Bid Call, Contract AD No. 444--Air Cargo Building No. 5 at San Francisco International Airport - Estimated cost, $500,000

Contract WD No. 1250--Construction of 60-Inch Crystal Springs to San Andreas Pipeline - Estimated cost, $1,900,000

Contract WD 1291--Laying of 6-Inch and 8-Inch Ductile Iron Mains in Polk, Beach and Fillmore Streets - Estimated cost, $45,605

Contract WD 1306--Excavation and Repaving for Installation of Blow-Offs - Estimated cost, $23,518

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolutions were adopted:

67-0288	A	Authorizing tenant work - installation of communication wiring - ticketing area - South Terminal at Trans World Airlines - $3,500
67-0289	A	Authorizing tenant work - installation of two power units under passenger loading bridge at Gate 71 and 72 - Pan American World Airways - $2,120
67-0290	A	Completion of Contract No. AD 433R--Water proofing and Roof Drainage, Piers F and G - Airport - $43,068.20, as modified
67-0291	A	Space Permit to Lockheed Air Terminal, Inc.
67-0292	A	Revoking Space Permit to Slick Airways under Resolution No. 67-0250, dated April 4, 1967
67-0293	A	Authorizing the execution of Federal Aviation Agency License No. FA67WE2060 - covering operation of Runway Visual Range Transmissometer on Runway 1R

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Stack, the following resolutions were adopted:

67-0294	W	Award of Contract WD No. 1305--Installation of Emergency Standby Generator at Corporation Yard - Abbett Electric Corporation - lump sum, $13,638.00
67-0295	W	Revocable Permit to City of Belmont
67-0296	W	Revocable Permit to City of Redwood City
67-0297	W	Revocable Permit to Pacific Gas & Electric Company
67-0298	W	Revocable Permit to Alameda County Flood Control and Water Conservation District; authorizing abandonment existing drainage ditch serving Bernal Avenue
67-0299	W	Revocable Permit to California State Florists Association; rescinding that certain Revocable Permit issued to Roswell J. Caulk, under Resolution No. 17,750, adopted December 10, 1957
67-0300	W	Approving settlement of claims against the Water Department, in favor of Victor Reiter, Jr. - $2,200.00
67-0301	W	Approving collections of damage claims - Water Department - month of March 1967 - $2,149.38
67-0302	W	Expense Voucher - Jerome Cohen, Head Attorney, Civil - trip to Washington, D.C. - March 7-10,1967 re Junipero Serra Freeway

67-0303 W Award of Contract No. WD 1281--Laying of 8-Inch and 12-Inch Cast Iron Mains in Army Street between Louisiana and Maryland Streets - W. L. Fairey - Net, $2,820.00

67-0304 M Award of Contract No. MR 520--Exterior and Interior Painting, Forest Hill Station Building - W. G. Thompson - basis, Alternate "A", $12,321.00 - rejecting Alternate "B"

67-0305 M Award of Contract No. MR 521--Sandblasting, Waterproofing and Painting Washington-Mason Cable Carbarn - Western Waterproofing Company, Inc. - $14,540.00

67-0306 M Approving payment of claims - Municipal Railway Revolving Fund - month of March 1967 - $24,156.34

67-0307 M Approving compromises and collections of damage claims - Municipal Railway - month of March 1967 -

67-0308 M Attendance at the Western Regional Conference of the American Transit Association - Vancouver, B.C.

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolution was adopted:

67-0309 M Authorizing extension of Line No. 37 for a six month trial period - start May 3, 1967-Glenview trip

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolution was adopted:

67-0285-MR Approving payment of claims against the Municipal Railway - total amount, $8,658.98

Vote: Ayes-Commissioners White, Stack, Rousseau,
Goldman, Kelly
Absent-None

Copies of the above resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

Resolution No. 67-0287 authorizing bid call for AD Contract No. 444 Air Cargo Building No. 5 at San Francisco International Airport. Airport General Manager, George F. Hansen, explained this will be constructed on Plot 6A and the southwesterly portion of Plot 9 in accordance with the current Master Plan to serve as an interim air cargo facility. It will be for the sole use of American Airlines. The entire project is a joint venture, about $1,250,000; amortized over a period of 5 1/2 years. City is putting up $850,000; American Airlines, the balance.

Commissioner Stack said that last month at the Air Force Association Conference, the President of American Airlines had indicated the interest of his airline in establishing maintenance facilities in San Francisco. Commissioner Stack said this would require a goodly number of acres, 9 or 10, and asked if there would be space in Plot 9.

Mr. Hansen said American had expressed interest in taking over Plot 9 when it has served its purpose as interim cargo facility, but American could not wait that long. It will be at least eight years before the permanent cargo center is completed. A study is under way now to determine whether it can be worked out in the space formerly occupied by Pan American World Airways.

Commissioner Stack pointed out the number of employments--7,000--if American Airlines would establish this base at San Francisco.

Mr. Hansen estimated that it would require 75 acres.

Commissioner Stack asked if any progress was being made, in connection with the model of the Master Plan, so that when potential developments like this occur, location can be immediately visualized in terms of space available and when it might be necessary to go into the fill program.

Mr. Carr said this is one of the prospects Dale H. Fearn, Assistant General Manager, Planning and Development, Airport Department, is undertaking.

*****

Resolution No. 67-0287 authorizing bid call for WD Contract No. 1250 Construction of 60-inch Crystal Springs to San Andreas Pipeline--Water Department General Manager and Chief Engineer, Arthur H. Frye, Jr., explained the contract, which is to replace the existing 1898 Peninsula aqueduct that delivers water to San Andreas Reservoir from Crystal Springs Pump Station. It will be a new 4.3 mile 60-inch pipeline; estimated cost $1,900,000. The job will be financed from the 1961 water bond fund.

*****

Resolution No. 67-0299, Revocable Permit to California State Florists Association. Commissioner White wanted to know if the City was fully protected.

Public Utilities Counsel William F. Bourne, said if it is ascertained the Permittee does not abide by the terms and limits of the permit, then City can exercise the power of revocation. Mr. Bourne added that his office checked with Sacramento and found that the Permittee is a non-profit corporation of good-standing.

Mr. Frye said University of California personnel will operate the facility for the Permittee, which is a non-profit research and educational organization.

*****

Resolution No. 67-0309, Extension of Line No. 37 in the Twin Peaks area. Vernon W. Anderson, General Manager, Municipal Transit System, explained the proposed extension. A request had been received for extension of service in the vicinity of Burnett, Crestline and Parkridge, and an investigation was accordingly conducted by the Municipal Railway Traffic Department.

He said he recommended the proposed extension on an experimental basis to obtain operating and running-time experience. The initial proposal would require the same two buses now assigned. The additional mileage required to cover the new loop would cost approximately $2,000 per year.

He said this matter does not necessitate going to the Board of Supervisors and can be handled administratively in view of the fact this is an extension of service area and not an abandonment.

Commissioner Goldman questioned Mr. Anderson about the necessity for retaining the Glenview Portola loop in view of the light patronage. Mr. Anderson said this was an alternative, but after counsel it was decided not to recommend elimination of the Glenview-Portola loop at this time in order to get operating experience.

The Commission unanimously adopted Mr. Anderson's recommendation and authorized the extension; a report to be submitted at the conclusion of six months as to the factual data on patronage and operating experience.

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Communications:

Mr. Finn read a letter received via special delivery at 4:34 p.m. on April 17, 1967, addressed to James K. Carr, dated April 13, 1967, from the Sunset Improvement Club, Inc., 2215 Judah Street, San Francisco. The letter was signed by M.A. Warren, Chairman, Transportation and Streets Committee, and was to confirm the plan outlined by that organization to provide better and faster transportation for the 71 and 72 bus lines on a 7-day basis, through the Haight-Ashbury District.

Commissioner White said the letter would be referred to the General Manager of Public Utilities, to take cognizance of the items.

Mr. Carr said he and Vernon W. Anderson, General Manager, Municipal Transit System, planned to compile all the information on suggested routes and alternatives through the Haight-Ashbury District, and with the assistance of the Utilities Engineering Bureau, delineate these in various colors on one large map, so that the differences can be easily seen and understood.

He said he would then like the Commission to set a public hearing to review the plans so that everyone would have an opportunity to

present his case. He said there would be two weeks' notice of the hearing so that all are informed, have a chance to study the suggestions, and so the Commissioners can have complete information.

Mr. Goldman said he did not object to public hearings. However, he pointed out the Commission has staffs coming in with projects costing millions of dollars, and with multiple programs, and it was a question of limited time. He said he did not think there was a real disagreement.

Mr. Carr explained there is no legal requirement for public hearing. However, there is a legal requirement for public hearing before final decision is made to abandon, and Public Utilities Counsel, William F. Bourne, has advised that if this rerouting is to be on a 7-day a week basis it would constitute an abandonment even though the Commission purports to put a time limit on it.

Mr. Goldman said he felt, in part, that this matter was getting a little too much out of focus in relation to some more pressing problems facing the Commission. If a public hearing was in order, he said he was in favor of it, but he thought there should be some control on the time factor and not get "too many cooks in the kitchen". He requested that ground rules be established.

Mr. Carr explained the procedures in conducting a public hearing.

Commissioner White said he did not think a public hearing should be discussed at this time. A letter had been received--it should be referred to Mr. Carr for his study and report back to the Commission. He did not feel any time should be set; this would mean Mr. Carr would have to minimize some of his attention to other items which are much more pressing now and which must be handled expeditiously.

Mr. Carr said he was deeply involved in the Airport bond issue, but that did not mean that the first of the staff meetings on these could not start this week; Mr. Anderson, Mr. Moore and others concerned could start to pull it together.

Miss Warren, who was present, said Sunset Community Improvement Club would rather meet with Mr. Carr and his staff than discuss it at a public hearing.

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General Manager of Public Utilities Calendar Items:

Junipero Serra Freeway. Mr. Carr said he received yesterday, a copy of the letter which Secretary of the Interior, Stewart L. Udall, sent to the Secretary of Transportation, Alan S. Boyd, on April 13, 1967, on the subject of the location of the Junipero Serra Freeway through watershed lands.

A copy of this will be sent to the Commissioners.

Commissioner Stack suggested that a copy be sent to every City Manager, Mayor and Councilman in San Mateo County.

Mr. Carr expressed his appreciation of the support received from the two local newspapers editorially, supporting the City's views. Also, the support from Channel Five--KPIX, and the San Mateo Council of Mayors.

Commissioner Stack commented on the newspaper story appearing last Saturday, April 15, in the Palo Alto Times to the effect that San Mateo County Supervisor James V. Fitzgerald, Chairman of the County Greater Highway Committee intends to ask the San Mateo County Board of Supervisors to set aside its resolution on the ridge route.

With regard to the article reported by Commissioner Stack, City's route for this section of the Junipero Serra had a 4 to 1 vote before the San Mateo Supervisors. Mr. Carr said he knew of no change, but would check. San Francisco has had nothing but the very best support from San Mateo County, said Mr. Carr. However, from the beginning Supervisor Fitzgerald did not believe San Francisco's proposed route was the right route.

*****

Water Department. Mr. Arthur H. Frye, Jr., General Manager and Chief Engineer, San Francisco Water Department, reported that storage of water is 35 per cent more than last year in the Peninsula and Alameda County reservoirs. April runoff, first 17 days, is 195 per cent of normal on the watershed.

Mr. Frye also reported, with pride, that the Water Department has qualified for the first time for the Industrial Safety "Award of Honor" of the American Water Works Association.

*****

Municipal Railway Monthly Report. Mr. Carr stated the adult fare passenger revenue for the first 9 months of this fiscal year was 3.10 per cent more than the same period last year. $850,420 more than budget estimates. Total expenditures for the same period were $288,543 less.

*****

Budget. Mr. Carr referred to his memorandum dated March 29, 1967, to the Mayor submitting the 1967-68 Public Utilities Commission budget, copies of which the Commissioners received.

He commented on the further reductions in the first budget acted on, and also the elimination of 75 positions. Some of the saving, he said, was occasioned by the inability to fill the jobs.

The Commission then discussed the number of new positions requested and the number recommended by the Mayor to the Board of Supervisors in the Public Utilities Commission budget.

Airport Department - allowed 7 out of 19.

Water Department - allowed 3 out of 26.

Hetch Hetchy & Power - allowed 2 out of 2.

Washington-Mason Cable Car Barn. Mr. Carr spoke of the improvements, (1.) the track change which will permit switching cable cars directly into the upper yard rather than requiring the use of the elevator;

the elevator will be kept as an emergency and historical way of putting cars to bed; (2.) now have safety glass on the cable cars; (3.) windshields; (4.) new braking system. One other thing still to be done--an electrical system whereby the cars can be stopped in event a car gets caught in a strand.

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Roll Call:

Commissioner Goldman pointed out if the Commission is to be out of town the week of May 1 on the Airport Inspection Tour, the May 2 Public Utilities Commission meeting would have to be cancelled.

He referred also to the matter of setting the time of the Public Utilities Commission meetings to 2:30 p.m. instead of the present 2:00 p.m., and suggested that it be settled fairly soon.

On the subject of the Municipal Railway, Commissioner Goldman pointed out there are 150 million passengers paying revenue on an annual basis, and if the fare were raised five cents, the income to the City, assuming the paying passengers remain constant plus savings referred to today in the budgett, would make a breaking-even proposition.

Commissioner Stack said this is one of the things the Simpson & Curtin report of last year went into extensively. The Commission is awaiting the final report.

Mr. Carr said Mr. Moore has been attending meetings the past week on putting together the final work and digesting the final technical memoranda into a report. Mr. Carr said he expects to come up with figures as to what different revenues would be at different fares. Also the Commission instructions were to keep in mind that along with any financial figures, they wanted some indication of the economic impact on a chance of less riders downtown and what it might do to certain shopping areas and the tax base.

*****

Commissioner White complimented station KRON-TV with regard to the program "Where are we Going?" which went into some detail on the traffic problems of San Francisco.

THEREUPON THE MEETING ADJOURNED.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission requests authority from the Board of Supervisors to accept from the Western Pacific Railroad Company on behalf of the City and County of San Francisco two street lights and standards to be constructed by the railroad to City's specifications on the westerly side of Eighth Street between Brannan and Townsend Streets at no cost to the City. When and if approval is granted by the Board of Supervisors, be it further

RESOLVED, That this Commission authorizes execution of agreement with Western Pacific Railroad Company to accept, on behalf of the City and County of San Francisco, ownership and to assume responsibility for costs of operation and maintenance for two street lights designated as "A" on Exhibit "A" of said agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0256

RESOLVED, That this Commission hereby requests the Controller's certification of a $ 1,609.64 debit Modification to Contract No. HH-379, San Joaquin Pipeline No. 3 - Section A (Contractor Vinnell Corporation) to provide funds for the galvanizing of frames and covers, all as set forth in Modification of Contract No. 1.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. [illegible]

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

AD Contract No. 444--Air Cargo Building No. 5 at San Francisco International Airport.

WD Contract No. 1250--Construction of 60-Inch Crystal Springs to San Andreas Pipeline.

WD Contract No. 1291--Laying of 6-Inch and 8-Inch Ductile Iron Mains in Polk, Beach and Fillmore Streets.

WD Contract No. 1306--Excavation & Repaving for Installation of Blow-Offs.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0289

RESOLVED, That this Commission hereby approves the drawing, identifed as Exhibit "A", submitted by Trans World Airlines, whereby said Company, at its own and sole expense and without rental credit, will install communication wiring in the ticketing area of the South Terminal Building at the San Francisco International Airport; said drawing having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Trans World Airlines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0359

RESOLVED, That this Commission hereby approves the proposed installation of two 60 KVA, 400 cycle power units under the passenger loading bridges at Gate Positions Nos. 71 and 72 at San Francisco International Airport; said installation to be performed by Pan American World Airways, at its own and sole expense and without rental credit and subject to the compliance with all applicable construction codes; and, be it further

RESOLVED, That this Commission hereby authorizes Pan American World Airways to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission accepts the work performed under Contract No. A-433R, Waterproofing and Roof Drainage, Piers F and G at San Francisco International Airport as satisfactorily completed; approves a debit Modification of the Contract in the amount of $ 1,125.20; approves Final Payment in the amount of $ 6,415.27 in favor of the Contractor, the Wilco Construction Company, and allows 70 calendar days of unavoidable delay; 37 days of which were due to adverse weather conditions and 33 days due to inability of contractor to procure material.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 13 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission approves the terms and conditions and authorizes the issuance of the following Airport Space or Use Permit:

Permittee: Lockheed Air Terminal, Inc.

Space: Fuel Truck Parking Area
Adjacent to Plot 3
Paved Area: Approximately 18,850 sq.ft.
@ .01 sq.ft. - $188.50

Monthly Consideration: $188.50

Effective Date: As determined by Airport General Manager

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

RESOLVED, That this Commission approves revoking effective April 30, 1967 that certain Resolution No. 67-0250, adopted April 4, 1967, issued to Slick Airways, A Division of Airlift International, Inc. thereby reinstating Room 218, Building C-03, Plot 17 in the amount of $71.70 per month to permit status on Space or Use Permit Resolution No. 66-0589, adopted July 19, 1966.

Total amount of the permit reverts back to the originally approved amount of $389.10 per month.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission approves the terms and conditions and authorizes the execution of Federal Aviation Agency License No.FA67WE-2060 for a consideration of One Dollar per year effective April 1, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-294

RESOLVED, That this Commission hereby awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department No. 1305 - Installation of Emergency Standby Generator at Corporation Yard to Abbett Electric Corporation in the lump sum amount of $13,638.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0295

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: CITY OF BELMONT

Permit to extend a roadway within the Peninsula Watershed and adjoining the easterly property line thereof; said roadway to complete the street pattern of Hallmark Homes and Crestmont Subdivision, City of Belmont. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: CITY OF REDWOOD CITY

Permit to occupy portions of Hetch Hetchy Bay Division Pipeline right of way at two locations, namely:

1) The north corner of the intersection of Redwood Avenue and Ebner Street, being Hetch Hetchy Parcel No. 2136,

2) The south corner of the intersection of Vera Avenue and Dickey Street, being Hetch Hetchy Parcel No. 2152,

for the purpose of construction, operation and maintenance of the proposed improvements on Redwood Creek Channel and Jefferson Branch Channel. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: PACIFIC GAS AND ELECTRIC COMPANY

Permit to install an underground power line across Bay Division Pipeline No. 3 right of way to adjoining subdivision east of right of way; said crossing being southeast of the intersection of Stanford Avenue and Junperio Serra Boulevard, Stanford University, Santa Clara County, subject to a permit fee in the amount of $50.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1957

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

WHEREAS Alameda County is improving Bernal Avenue adjoining the City's Pleasanton Industrial Park; and

WHEREAS the County is providing drainage culverts and a collecting drainage ditch all appurtenant to said Bernal Avenue improvement; and

WHEREAS storm waters resulting from said County's drainage facilities must be cared for by the Alameda County Flood Control and Water Conservation District in order to prevent inundating adjoining lands of the City by such storm waters;

Now therefore, be it resolved, That this Commission hereby authorizes issuance of a Water Department Revocable Permit;

TO: ALAMEDA COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

covering the right to occupy a portion of City's Pleasanton Industrial Tract for the purpose of constructing and maintaining a drainage ditch within a strip of land 25 feet in width extending from the County's drainage facilities easterly and along Bernal Avenue, thence southerly to the Flood Control District's storm water channel facilities located within the City's Industrial Tract;

Be It Further Resolved, That the existing drainage ditch within the said Industrial Tract and serving the existing Bernal Avenue shall be abandoned.

Fee waived in consideration of a governmental agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property as follows:

To: CALIFORNIA STATE FLORISTS ASSOCIATION

Permit to occupy a 10-acre parcel of land lying southeasterly of and adjacent to the City's access roadway leading from the University Village Subdivision to the Bay Crossing pipelines, Ravenswood, San Mateo County. Permittee to pay all taxes and assessments; and be it further

RESOLVED, That the revocable permit issued to Roswell J. Caulk, covering 2.8 acres, authorized by Public Utilities Commission Resolution No. 17,750, adopted December 10, 1957, is hereby rescinded.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-210

RESOLVED: That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer, San Francisco Water Department, the Senior Claims Investigator thereof, and the City Attorney, this Commission approves and hereby requests the Controller to draw warrant in favor of Victor Reiter, Jr., in the amount of $2,200.00, in settlement of claim against the San Francisco Water Department, arising from damage to claimant's property on November 21, 1966, at 1195 Stanyan Street, San Francisco, California.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED: That this Commission hereby approves collections, month of March 1967, of claims for damages against miscellaneous debtors, San Francisco Water Department, in amount of $2,149.38, per list dated March 31, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-302

RESOLVED, That this Commission hereby approves Traveling Expense Voucher in the amount of $369.20, covering expenses of Jerome Cohen, 8182 Head Attorney, Civil, incurred on trip to Washington, D. C. March 7-10, 1967 to confer with officials of the Departments of the Interior, Commerce and Transportation, as well as to confer with such other officials and agencies as are necessary, with reference to the location of the Junipero Serra Freeway.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission awards to the lowest regular and responsible bidder, the following contract:

San Francisco Water Department Contract No. 1281 - Laying of 8-Inch and 12-Inch Cast Iron Mains in Army Street between Louisiana and Maryland Streets, to W. L. Fairey in the net amount of $2,820.00, and all other bids for the above described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby awards to W. G. Thompson, 3170 - 23rd Street, San Francisco, California, as the lowest regular and responsible bidder on the basis of Alternate "A", Municipal Railway Contract No. 520, Exterior and Interior Painting, Forest Hill Station building, in the amount of $12,321.00, and Alternates "B" and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby awards to Western Waterproofing Company, Inc., 1485 Bayshore Boulevard, San Francisco, California, as the lowest regular and responsible bidder, Municipal Railway Contract No. 521, Sandblasting, Waterproofing and Painting Washington-Mason Cable Carbarn, in the amount of $14,540.00, and all other bids for the above-described work are hereby rejected.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-305

RESOLVED, That this Commission hereby approves, in accordance with Resolution No. 16,527, adopted July 16, 1956, payment of claims in amount of $24,156.34, made by the Municipal Railway, month of March 1967, per Revolving Fund Payment Requests Nos. 1823, 1829, 1833, 1851, 1852, 1857, 1860, 1863, 1868, 1869, 1872, 1873, and 1876,

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-107

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the General Manager, Municipal Transit System, and the City Attorney, hereby approves collections, month of March 1967, for payment of damage claims which the Municipal Railway has against miscellaneous debtors, amount $1,336.25 per list of April 3, 1967; and, be it further

RESOLVED, That this Commission hereby approves compromise settlements of Municipal Railway damage claims, month of March 1967:

Debtor	Amount Billed	Compromise Settlement
Yellow Cab Co.	$ 51.21	$ 38.61
Gwendolyn W. Pickering	105.93	80.73
Joseph Becchio	489.73	400.00
Timothy Savatieff	61.54	46.84
	$ 708.41	$566.18

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby authorizes two members of the staff as designated by the General Manager of Public Utilities to attend the Western Regional Conference of the American Transit Association to be held at Vancouver, B. C. May 14 to 17, inclusive, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, A request has been received for an extension of Municipal Railway motor coach service to a new residential area which is located in the Twin Peaks area in the general vicinity of Burnett, Crestline, and Parkridge; and

WHEREAS, A drawing prepared by the Municipal Railway Traffic Department indicates a greater concentration of dwelling units in the new area as compared with the present Glenview Loop of Line No. 37; and

WHEREAS, A staff report proposes a re-routing of Line No. 37 trips now scheduled to the Glenview Loop by operating from Burnett & Portola westerly on Portola, northerly on Glenview, easterly on Dawnview, northerly on Burnett and Crestline, and southerly on Parkridge and Burnett to Burnett & Portola; and

WHEREAS, Such change in routing would constitute an improvement in service initially using the same number of coaches now assigned to Line No. 37; now, therefore, be it

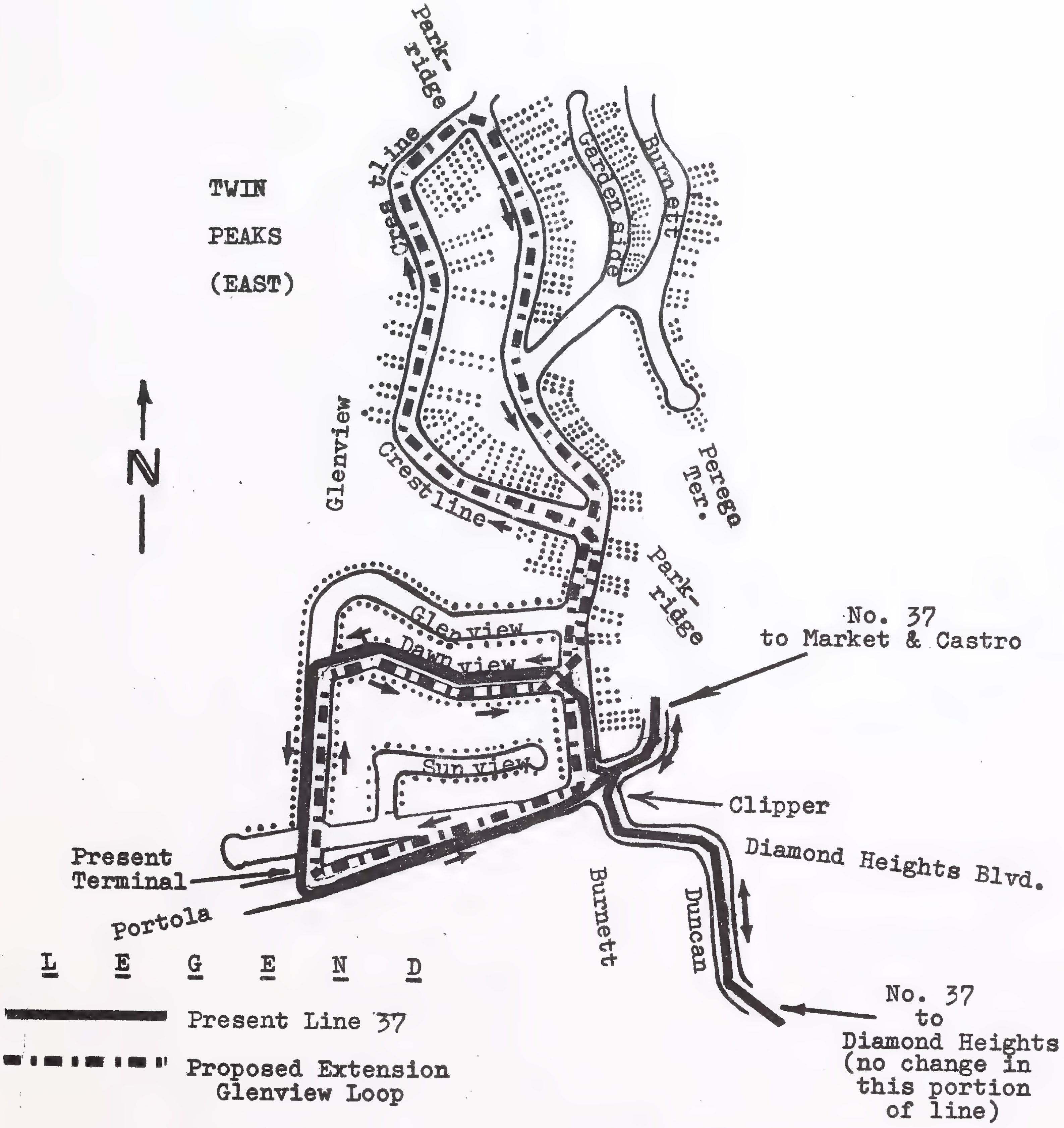
RESOLVED, That this Commission authorizes and directs that Line No. 37 Glenview trips be extended as shown on a Municipal Railway drawing dated March 28, 1967, for a six months' trial period starting May 3, 1967, so as to obtain factual data on patronage and operating experience; also, that a report be submitted at the conclusion of the trial period toward determining a proper future course of action.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 18 1967

Secretary and Assistant General Manager

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

Route Study - Line No. 37
-- Glenview Loop
Proposed Change in Outer Terminal Loop
Providing Additional Service
Twin Peaks Area


TWIN PEAKS (EAST)
N
Park-ridge
Crestline
Garden side
Burnett
Glenview
Crestline
Perego Ter.
Park-ridge
Glenview
Dawnview
Sunview
No. 37 to Market & Castro
Clipper
Diamond Heights Blvd.
Present Terminal
Portola
Burnett
Duncan
No. 37 to Diamond Heights (no change in this portion of line)
LEGEND
Present Line 37
Proposed Extension Glenview Loop
Dwelling Unit

March 28, 1967

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0285-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlements		
MC Gilbert Bell	March 28, 1967	$ 579.73
Litigated Settlements		
TC David B. Birenbaum	December 1, 1966 (includes $100 deductible on P.D.)	1,100.00
MC Henry Ellis, Thelma Ellis and Ferondus Ellis, a minor, by and through his Guardian ad Litem, Henry Ellis	March 6, 1964 ($1,200 for Thelma Ellis 175 for Henry Ellis 25 for Ferondus Ellis)	1,400.00
CC Pia Thorley aka Pia E. Thorley	June 26, 1966	4,500.00
Judgment		
TC Harry Martin, a minor, by his Guardian ad Litem, Celestine Martin	September 25, 1965 plus costs	500.00 39.05
TC James Williams, a minor, by and through his Guardian ad Litem, Augustine Martin	September 25, 1965 plus costs	500.00 40.20
Appropriation No.	6.735.804.000	$8,658.98

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 18, 1967

Secretary and Assistant General Manager, Administrative

CITY AND COUNTY OF SAN FRANCISCO
PUBLIC UTILITIES COMMISSION

MUNICIPAL RAILWAY
949 Presidio Avenue
San Francisco, Calif. 94115

April 13, 1967

MEMORANDUM

To: Mr. James K. Carr
General Manager of Public Utilities

From: V. W. Anderson, General Manager
San Francisco Municipal Railway

Subject: Routing -- Line No. 37

A request has been received for extension of Municipal Railway motor coach service in the Twin Peaks area in the vicinity of Burnett, Crestline and Parkridge. An investigation has accordingly been conducted by the Municipal Railway Traffic Department. Line No. 37 is the closest vicinity line.

Line No. 37 presently operates from the morning peak period through the afternoon peak period with two motor coaches assigned to the line. The inner terminal is at Castro & Market and routing is principally via 17th Street, Corbett, and Portola to Clipper. At the latter point, one coach negotiates the "Glenview" Loop as indicated on the attached drawing. The other coach is routed through the Diamond Heights area to a loop at Farnum & Addison. The scheduled round-trip time is 30 minutes and this provides a 15-minute headway on that part of the line which is common to both routes. Nights, Saturdays and Sundays, one coach is assigned to the line, making Glenview and Diamond Heights trips on an alternate basis.

The attached drawing is marked to show the number of dwelling units not only in the present Glenview Loop area, but also in the area to the north where the extension of service is requested. It will be observed that there is a greater concentration of dwelling units in the Crestline-Parkridge-Burnett area than in the Glenview Loop. There does, therefore, appear to be a warrant for an adjustment in routing.

While checks indicate that, on an average, only two passengers board and two alight per trip at Glenview & Portola, it has been determined after consultation that this proposal will include the continuance of service to Glenview & Portola and the coach then routed via Glenview, Dawnview, Burnett, Crestline, Parkridge and Burnett to Portola so as to serve both areas. This route is shown in dashed lines on the attached drawing.

While the round-trip distance is 4.96 miles on the proposed combined loop, (9.92 miles per hour scheduled speed) as compared with 5.62 miles round-trip on the Diamond Heights leg of the line (11.24 miles per hour scheduled speed), it is anticipated that operation around the new combined loop will be slower due to grades and turns. Operating with the present Diamond Heights leg indicates that a tight schedule situation may result.

On the basis of continued usage of two coaches to serve patrons on Line No. 37, the cost related to the additional mileage required to cover the new double loop to the north is estimated at approximately $2,000 per year. Patronage is increasing on this line, however, and it is only a question of time until another coach will be required.

For the present, it is recommended that the Glenview trips of Line No. 37 be extended as indicated on the attached drawing on an experimental basis.

The proposal, as submitted, does not require the employment of "abandonment" proceedings.

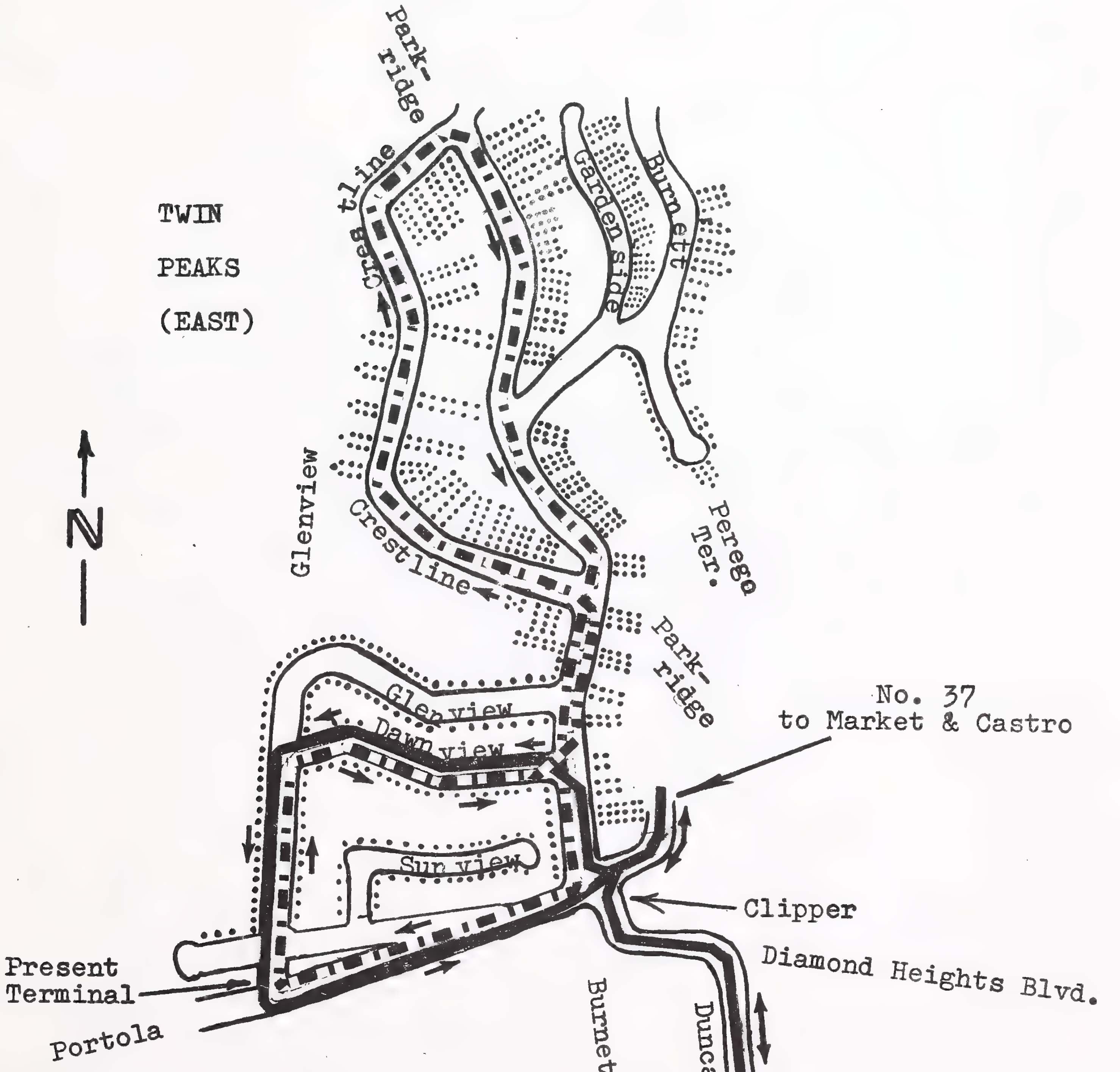
VWA:J

V. W. A.

Attachment

SAN FRANCISCO MUNICIPAL RAILWAY
Schedule and Traffic Department

Route Study - Line No. 37
-- Glenview Loop
Proposed Change in Outer Terminal Loop
Providing Additional Service
Twin Peaks Area


Park-ridge
Crestline
Gardenside
Burnett
TWIN PEAKS (EAST)
N
Glenview
Crestline
Perego Ter.
Park-ridge
No. 37 to Market & Castro
Glenview
Dawnview
Sunview
Clipper
Diamond Heights Blvd.
Present Terminal
Portola
Burnett
Duncan
No. 37 to Diamond Heights (no change in this portion of line)

L E G E N D

━━━ Present Line 37

▪ ▪ ▪ ▪ Proposed Extension Glenview Loop

● Dwelling Unit

March 28, 1967

April 18, 1967

TO: MR. JAMES K. CARR
General Manager of Public Utilities

FROM: V. W. ANDERSON
General Manager
San Francisco Municipal Railway

SUBJECT: SAN FRANCISCO MUNICIPAL RAILWAY

MONTHLY REPORT

PASSENGER TRAFFIC AND REVENUE

REVENUE PASSENGERS:

	1967	1966	Difference	%
January	11,925,618	11,928,550	- 2,932	- 0.02
February	11,487,283	10,701,862	+ 785,421	+ 7.34*
March	12,789,326	12,700,157	+ 89,169	+ 0.70

The following comparative information is taken from the most recent available statistics from the American Transit Association.

January 1967:	Average--Cities over 500,000 population	+26.32**
	Average--All City Transit Systems	+17.74**

PASSENGER REVENUE:

	1967	1966	Difference	%
January	$1,650,550	$1,647,556	+ $2,994	+ 0.18
February	1,599,875	1,483,820	+ 116,055	+ 7.82*
March	1,769,596(T)	1,757,258	+ 12,338(T)	+ 0.70

(T) Tentative

* This unusually large increase is principally attributed to there being less rain in February 1967 as compared to February 1966. In 1966 rain was recorded on ten days compared with one day in 1967.

** 13-day transit strike in New York City in January 1966.

REVENUES AND EXPENDITURES

Adult fare passenger revenue for the first nine months of this fiscal year was 3.10% more than for the corresponding period last year. Total revenues for the period from July 1, 1966, through March 31, 1967, were $850,420 more than budget estimates, and total expenditures during the same period were approximately $288,543 less than budget estimates.

ST. PATRICK'S DAY PARADE

The Annual St. Patrick's Day Parade was held on Sunday, March 12, 1967, starting at 1:30 p.m. Streetcars were turned back at 11th & Market and connections were made with shuttle motor coach service. Market Street trolley and motor coaches were rerouted via 8th and via Mission Street. Showers of rain did not dampen the spirit of the marchers. The parade ended at 4:00 p.m.

EASTER SUNRISE SERVICE--MT. DAVIDSON

In accordance with past practices, the Municipal Railway provided special service for Easter Sunday devotions at Mt. Davidson.

Newspapers carried a summary of the trips provided on various lines connecting with Line No. 10. Special trips were operated via a portion of Line No. 10 from Forest Hill Station to Mt. Davidson Trail. Three extra coaches were used and patronage was light. 163 passengers were carried to the foot of Mt. Davidson Trail at Juanita Way, and 103 passengers used the coaches for the return trip.

CIVIL DISTRUBANCE

On Sunday evening, March 26, 1967, a civil disturbance occurred at Winterland due to denial of admission to an over crowded Rock and Roll event. Coaches on the #2 Line had to be rerouted inbound via Pierce, Bush and Fillmore to Sutter Street, and outbound via Fillmore, Pine and Scott to Sutter Street. From 10:50 p.m. coaches on the #38 Line had to be rerouted via Fillmore Eddy Divisadero to Geary from 11:07 p.m. to 11:55 p.m. From 11:55 p.m. to 2:13 a.m., No. 38 Line was rerouted via the Fillmore underpass and service stops were made for passengers at Webster and Steiner Streets both inbound and outbound.

REROUTING--VICINITY OF HAIGHT STREET; ALSO GOLDEN GATE PARK CLOSING

Due to extreme traffic congestion and delay on Haight Street on weekends, the Public Utilities Commission authorized the rerouting of Lines No. 43, 71 and 72 on Saturdays, Sundays and holidays.

This change became effective Saturday April 1. The rerouting is employed between approximately 10:00 a.m. and Midnight.

Line No. 43 coaches use Waller instead of Haight in both directions between Cole and Masonic. Instead of using Haight Street in the area involved, coaches on Line No. 71 operate outbound from Haight & Broderick via Broderick, Page, Shrader and Frederick to Stanyan. Inbound coaches follow Frederick, Shrader, Waller and Masonic to Haight.

The revised plan worked out exceptionally well on Saturdays, and also resulted in considerable improvement on Sundays. The Sunday rerouting of Line No. 71-72, however, took place simultaneously with the first Sunday when Main Drive in Golden Gate Park was closed to traffic. This resulted in increased vehicular traffic from Golden Gate Park on Kezar Drive which feeds directly into Waller and into Stanyan, causing some major traffic congestion along Waller and along Stanyan. Additionally, a disturbance took place at Masonic and Haight at approximately 5:00 p.m. on one Sunday which affected traffic on vicinity streets for a period.

The double traffic lane provided by the Department of Public Works Traffic Department westbound along Haight Street, in lieu of the single traffic lane, has materially improved the movement of coaches operating in that direction along Haight Street. Checks during the afternoon peak period on weekdays indicate that on an average coaches are going through that sector within the allotted scheduled running time, or very close thereto. Certain delay is experienced inbound on Haight Street, however, on weekdays, with the situation being more acute on weekends.

As related to the Sunday closing of an additional part of Golden Gate Park, extra service was provided on Lines Nos. 5, 10 and 21, on Sunday, April 2.

BALL PARK SERVICE

Exhibition games were played at Candlestick Park on Saturday, April 8, and Sunday, April 9, between the San Francisco Giants and the California Angels. Due to rain, the attendance was light--5193 on Saturday and 7091 on Sunday. Municipal Railway coach service was provided in accordance with the established routing plan.

Preparations have been made for the first regular Home Game of the Giants to be played at Candlestick Park on Tuesday, April 18.

SERVICE ADJUSTMENTS

Due to increased patronage, an additional coach was scheduled outbound on Express Line No. 2 during the afternoon peak period effective April 3, 1967.

DRIFT CURVE--WASHINGTON NEAR MASON

In accordance with previous authorization, a contract has been let for installation of a "drift curve" track connection on Washington near Mason. This will permit gripmen on inbound Line No. 59 cable cars to continue over the "regular" route east on Washington and south on Powell to the downtown terminal, or to

select an alternate route east on Washington, north on Powell and west on Jackson. This improvement will permit switching pull-in cable cars directly to the upper yard rather than requiring the use of the elevator at Washington-Mason Carbarn.

The track installation is scheduled to commence at 8:00 p.m. Friday, April 28, and be completed shortly after midnight on Sunday, April 30. The installation requires the shutting down of the cable car operation during this period on all three lines. Substitute motor coach service has been arranged in accordance with the pattern established in 1965, when it was necessary to discontinue cable car operation for partial replacement of cable machinery.

To avoid a separate shutdown period, the PG&E is revising their facilities at California & Stockton during the weekend of April 29-30.

CABLE CAR MACHINERY PLANT

A night shift with one 3-man crew of trackmen was installed at the Cable Machinery Plant from 12:00 Midnight to 8:00 a.m. This was accomplished by eliminating one of the two 3-man crews formerly employed on the day shift. Most of the cable repair work is normally done during this night shift and, in addition, certain major phases of the cable-carrying facilities in the cable car lines can be more efficiently performed during this shift and does not involve interference with cable car service. This new shift has been in operation several weeks and has proven to be very satisfactory and a considerable amount of work is being done that could not normally be done during day shifts. In addition, this change is resulting in a considerable saving in overtime.

CABLE CAR SAFETY GLASS

Over a period of time, the glass on all cable cars in active service has been changed to safety glass. This project has just recently been completed.

MOTOR COACH TOWING DOLLY

A special dolly, which supports either of the rear wheels of a coach in the event of axle housing breakage, has been designed and built by the 24th & Utah Machine Shop under the direction of Mr. Fred S. Miller, Equipment Superintendent, and Mr. Fred Thomas, Automotive Transit Equipment Supervisor. This unit will make it possible to clear the freeway in less time than at present, in case of axle failure on the freeway.

IMPROVED LIGHTING

A new lighting system was installed in the Turk Street Substation to replace existing lights. The replacement was made with Integral Ballast Prismpack color corrected mercury vapor lamps of an industrial type. The lighting was increased from 5-foot candles to 50-foot candles which is a marked improvement.

A similar type of lighting unit was also installed in the 24th Street Garage to replace 30 incandescent type lamps. The illumination was increased from 5-foot

candles to 50-foot candles. This is a marked improvement over the existing lighting system and will permit greater efficiency in bus repair operations. This new lighting system will permit more extensive use of night shifts for repair work at this location.

All of the above work was done by the Line Department of the Municipal Railway.

RELOCATION OF TROLLEY WIRES--BART PROJECTS

The relocation of trolley wires in the vicinity of 16th & Mission, to permit construction of a Bay Area Rapid Transit station at that location, is in progress. All of the poles and most of the feeder lines have been installed. General progress is satisfactory as related to this project.

The Overhead Line Division moved trolley lines to clear construction work involving driving piles in the vicinity of Ecker & Market Streets for the project of relocating the sewer in conjunction with a BART project. This work was done over two successive weekends and normal trolley and streetcar service was resumed on the following Monday morning. This work was done at BART's expense.

PLATFORM MANPOWER

The platform manpower shortage which has existed over a period of years has been alleviated. Recent reports indicate that the number of platform men available approximates normal requirements.

MUNI MAN OF THE MONTH

Operator Julia M. D'Antignac, Cap 824, became the 189th Muni Gal of the Month at ceremonies conducted at Kirkland Division on March 31, 1967. Mr. Thomas P. White, President of the Public Utilities Commission, presented the Certificate of Merit to Operator D'Antignac. Mr. James J. Finn, Secretary and Assistant General Manager of Public Utilities, represented Mr. James K. Carr.

VWA:J

CITY AND COUNTY OF SAN FRANCISCO

John F. Shelley - Mayor

MINUTES OF PUBLIC UTILITIES COMMISSION MEETING

April 25, 1967

Room 282 - City Hall

2:00 p.m.

COMMISSIONERS

Thomas P. White, President

Thos. F. Stack, Vice President

Oliver M. Rousseau

Richard N. Goldman

Joseph I. Kelly

James K. Carr

GENERAL MANAGER OF PUBLIC UTILITIES

James J. Finn

SECRETARY AND ASSISTANT
GENERAL MANAGER, ADMINISTRATIVE

DEPARTMENTS	BUREAUS
Municipal Railway	Public Service
Hetch Hetchy Project	Accounts
Airport Department	Utilities Engineering
Water Department	Personnel & Safety

Call to Order: 2:10 p.m.

Present: Commissioners Thomas P. White, Thos. F. Stack, Oliver M. Rousseau, Richard N. Goldman, Joseph I. Kelly

Absent: None

President Thomas P. White presided.

Pledge of Allegiance was led by Commissioner Kelly

The minutes of the regular meeting of the Commission held April 4, 1967 were approved.

RESOLUTION NO.

On motion of Commissioner Stack, seconded by Commissioner Goldman, the following resolutions were adopted:

67-0310 A Authorizing tenant work - Construction, Phase 1 development - fuel tank farm - Plot 3E - Atlantic Richfield Oil Company - $150,000

67-0311 A Authorizing tenant work - Construction, concrete block walls - ground level of interior Pier C - United Air Lines - $9,500

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Rousseau, seconded by Commissioner Goldman, the following resolutions were adopted:

67-0312 A Bid Call - Shoeshine Service Agreement

67-0313 A Extension, one year - Yellow Cab Company Agreement

67-0314 A Authorizing Airport Inspection Tour - members of the Public Utilities Commission, accompanied by staff members as designated - May 1-4, 1967

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolution was adopted:

67-0315 A Relocation of Valet Car Delivery Service - Southeast Court - Estimated cost, $3,500

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolutions were adopted:

67-0316	A	Approving preliminary drawings of tenant work - Flying Tiger Line, Inc. - modifications to Hangar on Plot 17 - $250,000
67-0317	W	Bid Call, Contract No. WD 1286--Furnishing and Installing Heating System, Millbrae Corporation Yard - Estimated cost, $9,768.00
67-0318	W	Revocable Permit to Guy Cochran
67-0319	W	Revocable Permit to S. M. Roberson
67-0320	W	Settlement of claim against Water Department, in favor of Pacific Telephone & Telegraph Company - Amount, $1,778.03
67-0321	W	Settlement of claim against Water Department, in favor of Dr. and Mrs. J. W. Bettman - Amount, $43.00
67-0322	W	Settlement of claim against Water Department, in favor of Louis J. LaLanne - Amount, $350.00
67-0323	W	Authorizing execution of new lease to Aeronautical Radio, Inc.
67-0324	W	Approving write-off of uncollectible accounts receivable - Water Department - month of March 1967
67-0325	W	Completion of Contract WD 1290--Reconditioning a Portion of 54" San Andreas Pipeline - $33,355.44, as modified
67-0326	W	Revocable Permit to Heritage Construction Corp.
67-0327	W	Agreement with San Mateo County for design and inspection services - Westborough Boulevard extension - $7,500
67-0328	W	Revocable Permit to San Mateo County
67-0329	M	Discontinuance of Line #54 Produce Market Shuttle-Line #25 - Owl Trips - effective 12:01 a.m., May 15, 1967

Vote: Ayes-Commissioners White, Stack, Rousseau, Goldman, Kelly
Absent-None

Commissioner Stack was excused from the meeting at 3:28 p.m.

On motion of Commissioner Goldman, seconded by Commissioner Rousseau, the following resolution was adopted:

67-0330	A	U-Drive Agreement with the Hertz Corporation - effective March 1, 1967

Vote: Ayes-Commissioners White, Rousseau, Goldman, Kelly
Absent-Commissioner Stack

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolution was adopted:

67-0331 A U-Drive Agreement with Avis Rent-A-Car System, Inc. effective March 1, 1967

Vote: Ayes-Commissioners White, Rousseau, Goldman, Kelly
Absent-Commissioner Stack

On motion of Commissioner Goldman, seconded by Commissioner Kelly, the following resolutions were adopted:

67-0332 A U-Drive Agreement with Barrett National Car Rental System, Inc. - effective March 1, 1967

67-0333 W Extension of Neighborhood Youth Corps Program through May 31, 1967

67-0334 Cancellation of May 2, 1967, Public Utilities Commission Meeting - account of May 1-4, 1967 Airport Inspection Tour

Vote: Ayes-Commissioners White, Rousseau, Goldman, Kelly
Absent-Commissioner Stack

Commissioner Stack returned - 3:53 p.m.

On motion of Commissioner Goldman, seconded by Commissioner Stack, the following resolutions were adopted:

67-0335 In memoriam - George P. Negri - former Accounts Bureau Director

67-0310-MR Approving payment of claims against the Municipal Railway - total amount $20,750.00

Vote: Ayes-Commissioners White, Stack, Goldman, Kelly
Absent-None

Copies of the above-adopted resolutions are on file in the office of the Secretary and Assistant General Manager of the Public Utilities Commission.

AD Calendar Item #1, Bid call for Contract No. 363--Fill for Extension of Runway 28R at San Francisco International Airport, was taken off calendar at the request of Oral L. Moore, General Manager, Utilities Engineering Bureau, inasmuch as the written approval of the Federal Aviation Agency had not been received.

*****

Supplemental Calendar Item WD-3, Peninsula Sportsmen's Club Lease was put over two weeks, pending further investigation re inclusion of several points brought up by Commissioners:

(A) Salvage of lead shot--does this right belong to Public Utilities Commission and revenue therefrom revert to City?

(B) Lease should contain restrictive language on the bar and restaurant operation, so that it does not become a public operation.

(C) Lease should provide for percentage to City of income derived from bar and restaurant or other commercial operation.

Commissioner Goldman asked if this was a profit or non-profit corporation. Arthur H. Frye, Jr., General Manager of Water Department said this was basically a non-profit organization at the moment, a membership club, with a board of trustees and club officers.

*****

Resolution No. 67-0312, authorizing bid call for Airport Shoeshine Service Agreement. General Manager, Airport Department, George F. Hansen, explained that heretofore this concession has been operating under Airport Space Use Permit. On Commission direction, arrangements are being made to put this out to public bid. Eight different parties have expressed interest in bidding.

Commissioner Rousseau asked if the agreement contains a maximum charge for the shines. Mr. Hansen said the agreement states "prices shall be comparable to such prices in the area." Also, the resolution contains provision for considering financial responsibility as well as experience background of the bidder, so there would not be an absentee owner.

Public Utilities Counsel, William F. Bourne, said there is provision in the agreement against subleasing without the consent of the Commission.

Commissioner White outlined the past history of the shoeshine concession operation at the Airport for the benefit of the new commissioners. He then questioned Mr. Hansen at length on the operation under the proposed new agreement, specifically the consideration to City, location of stands, and operator, hours of service, etc.

Commissioner White was particularly concerned about absentee-owner operation.

Mr. Hansen read from the agreement:

> "ASSIGNMENT:
>
> This agreement and the rights granted therein may not be assigned nor may any part or the whole of any locations be subcontracted without the prior written consent of City. All persons physically engaged in said operation shall be owners and employees only. No absentee control of this operation shall be permitted."

Commissioner Goldman said that regarding this and any other concession at the airport, the Commission's primary concern should be that a service is provided accommodating the public. In concession agreements there should be controls that management can apply. He said the Commission should not be too concerned as to ownership of the concession.

Commissioner White also spoke on the necessity of signs at the airport to notify the public of the availability and location of the shoeshine stands.

*****

In reference, Resolution No. 67-0313, one-year extension of the Yellow Cab Company Agreement at San Francisco International Airport, Mr. Hansen said Airport has been satisfied that Yellow Cab Company has been doing the job, and is performing in compliance with the number of cabs at certain hours.

Commissioner White asked Mr. Hansen if he had sufficient staff to properly police the provision of the agreement which calls for exclusive operation on the part of Yellow Cab Company.

Mr. Hansen said he did not have enough police to maintain positive survelliance; other cab companies do come in and unload, but they are not permitted to park for solicitation.

Mr. Carr said there has been no complaint from Yellow Cab that there is a great percentage of pirating. He said with a few more people a better job of checking could be done, but he felt San Francisco International Airport has the best taxi cab agreement of any airport in the country.

*****

Resolution No. 67-0314 - Airport Inspection Tour: Mr. Hansen read the schedule of the May 1 through May 4, 1967, trip to inspect the New York, Chicago and Houston airports and confer with airport authorities, airline officials and engineering and architectural firm representatives.

He said the tour group would include:

San Francisco Public Utilities Commissioners

James K. Carr, General Manager of Public Utilities

George F. Hansen, General Manager, San Francisco
International Airport

Dale H. Fearn, Assistant General Manager, Planning & Development, San Francisco International Airport

Oral L. Moore, General Manager and Chief Engineer Utilities Engineering Bureau

Stanley F. Davis, Architect, Utilities Engineering Bureau

*****

Resolution No. 67-0315, relocation of valet car delivery service:

With the aid of a wall map, Mr. Hansen explained the advantages of the proposed centrally relocated car delivery service. He said it was a very workable and efficient improvement over the present operation. The existing valet delivery areas to be abandoned will be eventually taken over on the north side by the building of the North Terminal, and on the south by the expansion of Pier G of the South Terminal.

*****

In reference to Resolution No. 67-0329, discontinuance of Line #54 - Produce Market Shuttle, Line #25 - Owl Trips, Mr. Vernon W. Anderson, General Manager, Municipal Transit System, said discontinuance of this service, which was established on a six-month trial basis, was discussed with some of the people who had originally urged the extension and they agreed the service has not been used extensively. Mr. George Casey, one of the prime movers, said the Commission had certainly more than fulfilled its responsibility in operating the trial service, and concurred that if the people did not use it they did not have a right to expect the service.

Mr. Anderson also talked with Mrs. Andrew Gallagher of the Southern Improvement Association. She too concurred that more than a reasonable trial period had elapsed.

The Commission then discussed low-patronage lines in general. For the purpose of information, Commissioner Goldman asked what the marginal lines were, the point of breakage.

Mr. Carr replied the point of breakage was the whole operation; the whole operation now did not make money. This was what Mayor Shelley meant when he said to be extremely careful when considering rates. We should not delude ourselves by mere financial returns vs. costs as against the service to the people of San Francisco, he said.

Commissioner White recommended that Commissioners Goldman and Kelly be supplied with copies of the Simpson & Curtin reports, particularly those on the revenues of the different lines.

(Commissioner Stack was excused at 3:28 p.m.)

Mr. Hansen explained Resolution Nos. 67-0330, 67-0331, 67-0332 - U-Drive three-year operating agreements between: The Hertz Corporation, Avis Rent-A-Car System, Inc., Barrett National Car Rental System, Inc., and City. He said they were the result of conferences

between the U-drive companies involved and Mr. Carr, William J. Dwyer, Director of Bureau of Accounts, and himself. They believe the formulas developed were a compromise of requests received from the companies which would be fair to them and protect the public interest.

*****

Communications:

Mr. Finn read letter received from Supervisor Robert B. St. Clair of San Mateo County Board of Supervisors, dated March 28, 1967, enclosing copy of a Resolution adopted by that Board "Commending Officials of City and County of San Francisco for Cooperation in Obtaining State College Site for San Mateo County".

*****

General Manager of Public Utilities Calendar Items:

Regional Airport: Mr. Carr reported a meeting was held last week with the City Manager of San Jose, the Director of the Port of Oakland, and the respective Airport Managers. It was agreed in writing at that meeting to proceed immediately with an application to the Federal Housing & Urban Development Agency for the funds to make the first phase of a study of a regional airport system.

*****

(Commissioner Stack returned at 3:53 p.m.)

Airport Bond Issue: Mr. Carr said that in accordance with Commission instructions of January 24, 1967, a thorough analysis of alternative methods of financing improvements at the Airport to reduce the amount of the bond issue has been undertaken by the staff. Four financing methods have been examined and discussed extensively with City Controller, Nathan B. Cooper; namely:

A) Revenue bonds
B) Full-scale non-profit financing
C) Combining non-profit financing with general obligation bonds
D) Full-scale general obligation bond financing

Mr. Carr said he submitted today to the Commission a new memorandum recommending definitely a $98 million general obligation bond issue.

He said the program has been gone over with Mr. Cooper; they have conferred with the Chamber of Commerce, local bankers, etc. to be sure the interest rate projections were correct.

Mr. Carr said Mr. Cooper pointed out that the total interest costs would be two to three times higher for revenue bonds as compared with general obligation bonds. Mr. Cooper has indicated that he supports fully the recommendation of general obligation bonds.

On motion of Commissioner Stack, seconded by Commissioner Rousseau, the Commission unanimously reaffirmed its action of January 24, 1967, requesting a $98 million general obligation bond issue be placed on the November ballot for expansion of the San Francisco International Airport.

*****

Downtown Heliport: Mr. Carr said that yesterday a proposed three-year lease between the San Francisco Port Authority and the Public Utilities Commission for a temporary heliport site in the World Trade Center area north of the Ferry Building, was transmitted to Cyril Magnin, President of the Port Authority for approval.

*****

1967-68 Budget: Mr. Carr referred to his memorandum report dated April 25, 1967, which he was submitting to the Board of Supervisors at the budget hearing on the Public Utilities Commission budget.

He pointed out several significant items:

1.) There is not a single new position in the new budget which is chargeable to the taxpayers.

2.) 87 Per cent of the total budget is paid by revenue-producing self-supporting departments.

3.) 75 carry-over positions which were unfilled have been eliminated from the Municipal Railway budget. Should it become necessary to fill any of these, this can be accomplished through supplemental appropriation.

4.) $218,000 has been deleted from the Municipal Railway budget.

5.) There has been a 53 per cent increase in revenues and a 34 per cent increase in operating costs at the Airport during the past three years.

6.) The addition of Kirkwood Powerhouse to the Hetch Hetchy system, will increase revenue almost $3 million.

7.) Lower priced Hetch Hetchy power for municipal buildings saves the taxpayers approximately $770,000 per year.

8.) An additional $2,700,000 is saved the taxpayers in free water for municipal purposes and interest on Utilities funds.

9.) Two-thirds of the cost of operation of the "deficit" Municipal Railway, is paid out of revenue.

Mr. Carr said that it is logical and proper to ask why, in view of a population decline in San Francisco, payrolls and governmental costs should go up. It is improper, however, to fail to distinguish strictly internal city services from the regional utilities services of San Francisco--particularly water power and airport development. These regional utilities services have helped the area grow in the tradition of leadership that has been the hallmark of the City of San Francisco for more than a hundred years.

The buildings of the rising skyline of San Francisco rest on bedrock, he said. Economically, the buildings and their purposes and the jobs they provide rest in part on the water and power development, the Airport expansion and the transit services of the Public Utilities Commission.

*****

Tree Planting Project: Mr. Carr reported that a tree planting project was scheduled by the Water Department, on Friday, April 28, 1967, in the Potrero Hill neighborhood at 22nd and Wisconsin Streets. Children from three nearby schools, residents of the neighborhood and City officials will participate.

*****

Water Storage - San Antonio Reservoir: Mr. Carr said that because of the San Antonio Reservoir in which the City made an investment of half a million dollars, water that would otherwise have been spilled over the Calaveras Dam has been saved for the first time. One billion gallons of water, worth a minimum of $162,000, has been saved as of today. The flow is expected to continue, adding storage of 1.8 billion gallons, valued at about $291,000.

*****

Roll Call:

Commissioner White asked Mr. Carr to report on the Haight-Ashbury transit rerouting matter.

Mr. Carr said Mr. Anderson was working on a recommendation; several meetings had been held. He said there were many factors to be considered: five lines are involved, week-end and week-day periods are involved; the situation inbound is different from that outbound; the loss of time is different in each case for the various lines.

Commissioner White said the matter of the route change of the #71 and #72 was in the hands of Mr. Carr; and there should be something definite on this at the next meeting, which would be May 9.

(Commissioner Stack was excused at 4:12 p.m.)

Commissioner Goldman suggested that the General Manager of Public Utilities pursue the matter of reviewing and possibly changing the color of the Municipal Railway cars to other than that which has been adopted for the cable cars.

Mr. Carr commented that a very good place to try this out would be on the three buses on the Coit Tower Line, to see the reaction of the public. He said Public Relations Director, James H. Leonard, is presently searching the records to determine historically what the colors of the various cars were during the past years.

*****

Commissioner Goldman asked for a status report on the State College Site matter.

Mr. Carr said this was in the hands of the Director of Property. A meeting was being scheduled for shortly after the Airport Inspection Tour, with Mr. Rezos.

*****

In memory of George P. Negri, recently retired Director of Bureau of Accounts, who died suddenly April 21, 1967, the Commission unanimously adopted Resolution No. 67-0335, and requested a copy be sent to Mrs. Beatrice Negri as an expression of the Commission's sympathy and condolence.

*****

THEREUPON THE MEETING ADJOURNED out of respect to the memory of the late George P. Negri.

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves the specifications and drawings, identified as Exhibit "A", submitted by the Atlantic Richfield Oil Company, whereby said Company, at its own and sole expense and without rental credit, will construct Phase 1 development of the fuel tank farm on Plot 3E at San Francisco International Airport, consisting of construction of fill, dikes, foundations and installation of four tanks; said specifications and drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon; and, be it further

RESOLVED, That this Commission hereby authorizes Atlantic Richfield Oil Company to proceed with said work subject to the requirements of the Art Commission of the City and County of San Francisco; and, be it further

RESOLVED, That Atlantic Richfield Oil Company will undertake said work at its own and sole risk and subject to being awarded occupancy of this area under an appropriate form of agreement; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1311

RESOLVED, That this Commission hereby approves the drawing, identified as Exhibit "A", submitted by United Air Lines whereby said Company, at its own and sole expense and without rental credit, will construct concrete block walls and do all other necessary and related work on the ground level of Pier "C" at San Francisco International Airport; said drawing having been approved by the Utilities Engineering Bureau; and, be it further

RESOLVED, That this Commission hereby authorizes United Air Lines to proceed with said work; and, be it further

RESOLVED, That this approval is given on the condition that this tenant of City shall take all reasonable action and precautions in its construction contracts, and on the job to insure that its contractor and subcontractors performing the above construction and work shall not unreasonably delay, or interfere with or prevent, the construction and work being done at the same time, in the same general area by City, and that if such condition of delay or interference or prevention is brought to the attention of this tenant by City's letter, it will take immediate positive action to remedy City's complaint.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION NO. [illegible]

RESOLVED, That this Commission approves that certain form of Agreement entitled "Shoeshine Service Agreement," copies of which are on file with Commission's Secretary, which Agreement provides for the exclusive operation of three or more shoeshine stands in the Central and South Terminals at San Francisco International Airport for an initial term of one (1) year with two possible extensions of term of two (2) years each at the absolute discretion of Commission, the consideration payable to City by the operator to be not less than $600 per month when only three stands are to be used and said consideration shall be increased proportionately with any future permitted increase of stands, which Agreement requires an investment by the operator of not less than $1500 for said three stands and related equipment which must be first approved as to design and construction by the Airport General Manager, and which Agreement provides that if this Agreement is awarded to the present permittee of said operation that said investment requirement is waived because such equipment has already been provided and approved by said Manager; and, be it further

RESOLVED, That the Director of Property is requested to invite bids for award of said Agreement, and said call for bids shall contain the following condition:

> "The highest responsible bidder shall mean that bidder which, in the judgment of the Public Utilities Commission, has established financial responsibility as well as satisfactory experience in providing the service bid upon or in merchandising the commodity bid upon. Superior experience may, in the discretion of the Commission, be grounds for awarding the bid to other than the highest bidder."

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-[illegible]

RESOLVED, That the Taxicab Transportation Service Agreement applicable at San Francisco International Airport, the initial three-year term of which expires October 31, 1967, shall be extended, as amended, for a one-year term to expire October 31, 1968, with such extension subject to the terms and conditions of said agreement.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, The proposed bond issue for the further expansion and development of San Francisco International Airport will require the employment of an engineering/architectural firm to give unified direction to the various planned projects; and

WHEREAS, It is desired to obtain the services of the best talents available for the intended employment; and

WHEREAS, With respect to the selection of an engineering/architectural firm, it is also desirable to inspect the latest developments in airport construction; therefore, be it

RESOLVED, That members of the Public Utilities Commission, accompanied by staff members as designated, proceed on an inspection tour of selected airports and confer with airport authorities, airline officials and representatives of engineering and architectural firms for the purpose of realizing the objectives of the proposed tour.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-316

RESOLVED, That airport management is authorized to centrally relocate the valet delivery service in the Southeast Court and effect such operational changes as are required with respect thereto, at an estimated cost of approximately $3,500.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0115

RESOLVED, That this Commission hereby approves the preliminary drawings, identified as Exhibit "A", submitted by the Flying Tiger Line, Inc., whereby said Company will perform modifications and do all necessary and related work in converting the existing hangar on Plot 17 at San Francisco International Airport into an air freight terminal; said preliminary drawings having been approved by the Utilities Engineering Bureau subject to notations marked thereon, and subject to the requirements of the Art Commission of the City and County of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0317

RESOLVED, That this Commission approves plans and specifications, and hereby authorizes Bid Call:

WD Contract No. 1286--Furnishing and Installing Heating System-Millbrae Corporation Yard, San Mateo County.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

James J. Finn

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-318

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: MR. GUY COCHRAN

Permit to occupy, for domestic garden purposes, a portion of Bay Division Pipeline No. 3 right of way; said portion adjoining Lot 4, Tract 3478, and adjoining Via Del Pozo, Los Altos, Santa Clara County. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1310

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of land as follows:

TO: MR. S. M. ROBERSON

Permit to occupy for domestic garden purposes, a portion of Hetch Hetchy right of way; said portion being 0.05 of an acre adjoining the access roadway to Irvington Portal easterly of Mission Road, Fremont. Fee waived in consideration of offsetting benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-190

RESOLVED: That on recommendation of the General Manager of Public Utilities, the General Manager and Chief Engineer, San Francisco Water Department, the Senior Claims Investigator thereof, and the City Attorney, this Commission approves and hereby requests the Controller to draw warrant in favor of The Pacific Telephone and Telegraph Company in the amount of $1,778.03 in settlement of claim against the San Francisco Water Department, arising from damage to claimant's property on December 16, 1966, at Green and Steiner Streets, San Francisco, California.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1021

RESOLVED, That on recommendation of the City Attorney and the General Manager and Chief Engineer, San Francisco Water Department, in that certain case entitled Dr. and Mrs. J. W. Bettman vs. the City and County of San Francisco, being number 229 267, Small Claims Court, in the amount of $80.00, this Commission hereby approves settlement in the amount of $43.00.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-322

RESOLVED, That on recommendation of the City Attorney and the General Manager and Chief Engineer of the San Francisco Water Department, this Commission approves the settlement of that certain action entitled LOUIS J. LA LANNE, plaintiff, vs. CITY AND COUNTY OF SAN FRANCISCO, a municipal corporation, defendant, Municipal Court Action No. 554449, and authorizes the Controller to issue a warrant in the sum of $350.00 payable to the plaintiff LOUIS J. LA LANNE and his attorney Alan B. Axelrod.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

RESOLVED, That this Commission hereby approves and authorizes a lease of approximately 3.42 acres of San Mateo County land to Aeronautical Radio, Inc., copies of which lease are on file with Commission's Secretary, for the purpose of maintaining remote radio transmitter facilities for a term of seven (7) years at Four Thousand Dollars ($4,000.00) per year with an option to lessee to negotiate said lease for an additional seven (7) year term, subject to all the terms and conditions set forth in the lease.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-21

RESOLVED, That this Commission, on the recommendation of the General Manager of Public Utilities, the Water Department General Manager and Chief Engineer and the City Attorney, hereby approves the write-off of uncollectible accounts receivable which are more than ninety days past due, month of March 1967, in the amount of $1,716.08, per San Francisco Water Department list of March 31, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-1025

RESOLVED, That this Commission accepts the work as satisfactorily completed and approves Final payment in the amount of $33,355.44; approves Credit Modification of Contract in the amount of $589.56, in favor of Pipe Linings, Inc., under Water Department Contract No. 1290--Reconditioning a Portion of 54-Inch San Andreas Pipeline in San Mateo County.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

WHEREAS, Heritage Construction Corporation plans on grading certain hillside property in Brisbane, San Mateo County, for subdivision purposes to be known as Villa Guadalupe, and;

WHEREAS, the San Francisco Water Department's Crystal Springs pipelines Nos. 1 and 2 traverse the subdivision site and interfere with the grading thereof, and

WHEREAS, Heritage Construction Corporation proposes to replace the No. 1 line with a new 24 inch pipeline and convey a right of way 20 feet in width for the line as relocated, and

WHEREAS, Heritage Construction Corporation proposes to construct a street along a portion of said No. 2 pipeline right of way and install underground utilities within the westerly 5 feet thereof, and

WHEREAS, Heritage Construction Corporation proposes to convey easement title for future City pipelines within the subdivision area, therefore

BE IT RESOLVED that this Commission hereby authorizes issuance of Water Department Revocable Permit covering the right to replace approximately 1,700 feet of the Crystal Springs No. 1 line with a 24 inch pipe and construct a street along the Crystal Springs No. 2 pipeline and place underground utilities along and within the westerly 5 feet thereof, in consideration that the permittee grant easements for the replaced line and future City pipelines, all at no cost to the City and County of San Francisco. Permit fee waived in consideration of benefits to the Department.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes the General Manager of Public Utilities of the City and County of San Francisco to execute that certain Agreement between the County of San Mateo and the City and County of San Francisco covering the design and inspection costs on relocating the Water Department's 36-inch Baden Merced pipeline and the protection to the 54-inch pipeline to accommodate Westborough Boulevard Extension crossing of the City's pipelines, South of San Francisco.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

RESOLVED, That this Commission hereby authorizes issuance of Water Department Revocable Permit covering use and occupancy of property, as follows:

TO: SAN MATEO COUNTY

Permit to extend Westborough Boulevard across the Baden Merced and San Andreas Pipeline right of way; the Sunset Supply Line right of way; the former Municipal Railway right of way and adjoining 25 foot width strip; the alignment of said boulevard crossings shown on San Francisco Water Department drawing C-941. Fee waived in consideration of a public agency.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. [illegible]

WHEREAS, This Commission, upon receiving requests for Municipal Railway transit service in the Produce Market area, authorized and directed the establishment and operation of Line No. 54 on a six-months' trial basis, starting September 6, 1966, between Cortland & Bayshore and Jerrold & 3rd, as well as rerouting Line No. 25 "Owl" trips via Jerrold & Toland; and

WHEREAS, Passenger traffic checks indicate usage as being only one passenger per one-way trip on Line No. 54--"Produce Market Shuttle"--and almost no usage of the Line No. 25 "Owl" trips involved; and

WHEREAS, This Commission finds that the usage made of the new service is insufficient to warrant its continuance; now, therefore, be it

RESOLVED, That this Commission authorizes and directs that transit service through the Produce Market area be discontinued after 12:01 a.m., May 15, 1967, and that the staff take appropriate measures to notify patrons.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. [illegible]

WHEREAS, The operating agreement between The Hertz Corporation and the City and County of San Francisco, through its Public Utilities Commission, expired February 28, 1967; now, therefore

BE IT RESOLVED, That a new operating agreement be negotiated for a three-year period, effective March 1, 1967, with all terms and conditions retroactive to that date; and

BE IT FURTHER RESOLVED, That the annual payment to City shall be a base sum of $750,000.00, plus nine per cent (9%) of gross revenue in excess of five million dollars ($5 million), but that the total payment to City shall not exceed fourteen per cent (14%) of gross revenue in the first contract year, thirteen per cent (13%) in the second contract year, and twelve and one-half per cent (12 1/2%) in the third contract year; and

That the base sum of $750,000.00 shall be the minimum annual guaranteed payment by Hertz to City, and that Hertz will pay to City the amount of $62,500.00 monthly, representing one-twelfth (1/12) of said annual guarantee, with such additional amounts as may be due from gross revenue in excess of $5 million; and

That within thirty (30) days following the end of each contract year, Hertz will submit a statement of gross revenue attested to by a certified public accountant; and

That the General Manager of Public Utilities is hereby directed to prepare and execute an agreement in accordance with the terms and conditions set forth herein.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-[illegible]

WHEREAS, The operating agreement between Avis Rent-A-Car System, Inc. and the City and County of San Francisco, through its Public Utilities Commission, expired February 28, 1967; now, therefore

BE IT RESOLVED, That a new operating agreement be negotiated for a three-year period, effective March 1, 1967, with all terms and conditions retroactive to that date; and

BE IT FURTHER RESOLVED, That the annual payment to City shall be a base sum of $450,000.00, plus nine per cent (9%) of gross revenue in excess of three million dollars ($3 million), but that the total payment to City shall not exceed fourteen per cent (14%) of gross revenue in the first contract year, thirteen per cent (13%) in the second contract year, and twelve and one half per cent (12 1/2%) in the third contract year; and

That the base sum of $450,000.00 shall be the minimum annual guaranteed payment by Avis to City, and that Avis will pay to City the amount of $37,500.00 monthly, representing one twelfth (1/12) of said annual guarantee, with such additional amounts as may be due from gross revenue in excess of three million dollars ($3 million); and

That within thirty (30) days following the end of each contract year, Avis will submit a statement of gross revenue attested to by a certified public accountant; and

That the General Manager of Public Utilities is hereby directed to prepare and execute an agreement in accordance with the terms and conditions set forth herein.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0312

WHEREAS, There is now in effect an operating agreement, authorized under Public Utilities Commission Resolution No. 19240, dated May 26, 1959, and extended under Resolution No. 22071, dated May 22, 1962, on a month to month basis, between Barrett National Car Rental System, Inc., and the City and County of San Francisco, through its Public Utilities Commission; and

WHEREAS, It is desired to execute a new agreement for a fixed term; now therefore

BE IT RESOLVED, That a new operating agreement be negotiated for a three-year period, effective March 1, 1967, with all terms and conditions retroactive to that date; and

BE IT FURTHER RESOLVED, That the annual payment to City shall be a base sum of $150,000.00, plus nine per cent (9%) of gross revenue in excess of one million dollars ($1 million), but that the total payment to City shall not exceed fourteen per cent (14%) of gross revenue in the first contract year, thirteen per cent (13%) in the second contract year, and twelve and one-half per cent (12 1/2%) in the third contract year; and

That the base sum of $150,000.00 shall be the minimum annual guaranteed payment by Barrett National Car Rental System, Inc., to City, and that Barrett National will pay to City the amount of $12,500.00 monthly, representing one-twelfth (1/12) of said annual guarantee, with such additional amounts as may be due from gross revenue in excess of one million dollars ($1 million); and

That within thirty (30) days following the end of each contract year, Barrett National will submit a statement of gross revenue attested to by a certified public accountant; and

That the General Manager of Public Utilities is hereby directed to prepare and execute an agreement in accordance with the terms and conditions set forth herein.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No. 67-0333

WHEREAS, The Public Utilities Commission of the City and County of San Francisco has successfully conducted Neighborhood Youth Corps Projects since the Summer of 1965; and

WHEREAS, Departments under the jurisdiction of the Public Utilities Commission still have several thousand acres of land in watersheds, airport, rights-of-way, reservoir sites, valve lots and appurtenant facilities locations; which lands are in need of fire protection, road and trail maintenance, drainage improvements, brush and debris removal, planting and landscaping for soil erosion control and beautification, which work is not otherwise contemplated under present budget restrictions, all of which would be an improvement to the departments under the Public Utilities Commission, and definitely in the Public interest; now, therefore, be it

RESOLVED, That the Public Utilities Commission of the City and County of San Francisco does hereby direct the General Manager of Public Utilities to prepare supplemental agreements with the Neighborhood Youth Corps, Department of Labor, for the extension of the existing program employing out-of-school enrollees to provide useful employment to youths from impoverished areas to a total enrollment of 180, with the extended agreements to terminate May 31, 1967, and be it further

RESOLVED, That the Public Utilities Commission request the Board of Supervisors to authorize the preparation of supplemental agreements to the Neighborhood Youth Corps Project, with the understanding that the City's contribution will be limited to the funds previously budgeted for the current project.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of APRIL 25 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
RESOLUTION No. 67-0334

RESOLVED, That Resolution No. 16,931, adopted January 14, 1957, setting forth official time and place of meeting of the Public Utilities Commission, be and the same is hereby amended as follows:

> The regular meeting of Tuesday, May 2, 1967, is hereby cancelled, due to absence of the Public Utilities Commissioners on Airport Inspection Tour during the period May 1-4, 1967.

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 25, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION

CITY AND COUNTY OF SAN FRANCISCO

RESOLUTION No.__________

67-0335

WHEREAS, This Commission has noted with keen regret and a deep sense of personal and civic loss the passing of George P. Negri, retired Accounts Bureau Director, on April 21, 1967; and

WHEREAS, Mr. Negri was a man of brilliant intellect, a dearly-beloved and highly-respected member of the accounting profession; and

WHEREAS, Mr. Negri faithfully served the City and County of San Francisco for a period of thirty-three years, contributing greatly to the economic and physical growth of all the utility departments under the jurisdiction of this Commission; and

WHEREAS, In the performance of his duties, and in his contacts with the public, his fellow employees and heads of departments, he earned respect and admiration; and

WHEREAS, This Commission, its executives and employees will always cherish his memory with fond and loving respect; therefore, be it

RESOLVED, That this Commission does by this means extend to the widow and family of the deceased its most heartfelt sympathy over the loss of Mr. Negri; and, be it further

RESOLVED, That the Secretary and Assistant General Manager be and he is hereby directed to present to the widow of George P. Negri, a suitable copy of this Resolution as a token of the esteem in which his memory is held by this Commission.

____________________ Mayor	____________________ President
____________________ General Manager of Public Utilities	____________________ Vice President
	____________________ Commissioner
	____________________ Commissioner
	____________________ Commissioner

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission

at its meeting of April 25, 1967

Secretary and Assistant General Manager

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO

Resolution No. 67-0310-MR

RESOLVED, That on recommendation of the General Manager of the Public Utilities, the General Manager, Municipal Transit System, the General Claims Agent thereof, and the City Attorney, this Commission approves and hereby requests the Controller to allot funds and to draw warrants against such funds as are or will be available in payment of claims against the Municipal Railway.

Claimant	Date of Accidents	Settlement
Non-litigated Settlement		
CC Samuel I. Jacobs	December 23, 1966	$ 1,250.00
Litigated Settlements		
CC James J. Pierce, aka James J. Pierce, Jr.	June 25, 1965	2,750.00
TC Josephine Mascheroni	March 4, 1963	7,250.00
MC Dan T. Hunter	August 20, 1965	6,500.00
Judgment		
MC Mrs. J. C. Baxter, aka Mrs. Hermine L. Baxter	January 30, 1964	3,000.00
Appropriation No. 6.735.804.000		$20,750.00

I hereby certify that the foregoing resolution was adopted by the Public Utilities Commission at its meeting of April 25, 1967

Secretary and Assistant General Manager, Administrative

4133

MEMORANDUM

April 25, 1967

TO: The Members of the
PUBLIC UTILITIES COMMISSION

FROM: JAMES K. CARR, General Manager
of Public Utilities

SUBJECT: Financing of needed additions and improvements,
San Francisco International Airport --
$98 Million Bond Issue.

In accordance with Commission instructions, a thorough analysis of alternative methods of financing a program of additions and improvements at San Francisco International Airport has been undertaken by the staff, in consultation with City Controller, Nathan B. Cooper.

It is recommended that the Public Utilities Commission proceed immediately with the self-liquidating $98,000,000 general obligation bond proposal drafted by George F. Hansen, Airport General Manager, by recommending to Mayor Shelley and the Board of Supervisors that the measure be placed before the electorate on the November 7th ballot. This bond proposal will not add to the burden of San Francisco taxpayers.

In view of the excellence of Mr. Hansen's program, the extreme need for moving ahead at the Airport without further delay, and the strong evidences of support that have already been received, I am convinced that the people of San Francisco will give the bond measure, which can be financed entirely independent of property tax revenues, their overwhelming support.

Pursuant to the Commission's instructions, four financing methods were examined and discussed extensively with Mr. Cooper. They are:

A. Revenue bonds
B. Full-scale non-profit financing
C. Combining non-profit financing with general obligation bonds
D. Full-scale general obligation bond financing

Mr. Cooper stated unequivocally that in any presentation to the Board of Supervisors he would recommend a financing program based on general obligation bonds.

The Controller points out that many communities turn to revenue bonds because of their inability to "carry" general obligation bonds. San Francisco's flourishing tax base and the consequent advantage of low interest rates removes this City from that category.

San Francisco is redeeming more bonds than it is selling, Mr. Cooper explains. Even with this issue, the City is in an excellent position for meeting redemption obligations to all existing general obligation bond programs.

The use of the non-profit technique singly and in connection with general obligation bonds was ruled out because of legal and other problems.

Revenue bond financing possibilities were studied in detail, but as will be explained, the extra cost cannot be justified.

It would be possible, Mr. Cooper explained, to alter provisions of Charter Section 127 and obtain authority for issuance of revenue bonds in a single Charter amendment.

Such a procedure would also permit a flexible financial program for Airport additions and improvements as long as projected revenues were not diminished. And the revenue bonds could be sold in series -- with no necessity that they be marketed all at once.

It was concluded, however, that this method of meeting the Airport's vital needs would not be in the best interest of the City and County of San Francisco.

Mr. Cooper pointed out that the City is now paying an interest rate of approximately 3.75 per cent for general obligation bonds, whereas the rate of interest on revenue bonds would range from 4 1/4 per cent to 4 1/2 per cent.

Total interest costs would be from two to three times higher for revenue bonds, as compared with general obligation bonds. William J. Dwyer, Director of the Bureau of Accounts, estimated that total interest costs for revenue bonds would approximate $90,000,000 -- for general obligation bonds, $30,000,000.

During a seriously prolonged debt period of 30 to 35 years, revenue bond payments would take priority over all other Airport financial obligations, including operating costs. On the other hand, a general obligation bond proposal would require a debt period of only 15 years. And again it should be emphasized that this repayment can be accomplished comfortably from Airport revenues, without resort to ad valorem tax support.

Subsequent additions and improvements -- which must certainly be anticipated in the fast-moving and constantly progressing technology of commercial aviation -- would be in a position of complete subservience to prior revenue bond programs.

The Controller stated that these factors, along with his clear-cut recommendation for general obligation bonds, would have to be detailed to the Board of Supervisors and would have to be made plain in the required Controller's ballot statement.

When presented to the voters in an uncomplicated and forthright manner, and with no corollary complexities, general obligation bond issue proposals have had a marvelous history of success in San Francisco -- particularly when repayment can be accomplished without imposing an extra burden on the taxpayers.

The proposed Airport bond issue falls squarely within that context. Repayment of the bonds will be accomplished entirely from our self-supporting Airport's revenues. The Airport bond issue would not add a single cent to the City's tax rate.

This is a wise investment, indeed -- maintaining San Francisco International, already the nation's fourth largest airport, as a primary controlling factor in the economy of San Francisco. There is evidence that the Airport means more than a million dollars a day to San Francisco's economy.

I recommend under the provisions of Section 121 of the City Charter that the Commission proceed with the necessary actions to obtain approval by the voters of a $98 million bond issue on the November ballot for expansion of San Francisco International Airport.

Respectfully submitted,

James K. Carr

PUBLIC UTILITIES COMMISSION
CITY AND COUNTY OF SAN FRANCISCO
JOHN F. SHELLEY, MAYOR

JAMES K. CARR
GENERAL MANAGER OF PUBLIC UTILITIES
287 CITY HALL

MEMORANDUM REPORT

April 25, 1967

TO: MEMBERS
BOARD OF SUPERVISORS

FROM: JAMES K. CARR, GENERAL MANAGER
OF PUBLIC UTILITIES

SUBJECT: PROPOSED PUBLIC UTILITIES COMMISSION
BUDGET FOR FISCAL YEAR 1967 - 1968 --
$89,836,000

Presented herewith on behalf of the President and members of the Public Utilities Commission are the principal features of the proposed Public Utilities Commission budget for the fiscal year 1967-1968. The suggested budget was approved by the Public Utilities Commission in Resolution No. 67-0050, dated January 24, 1967.

The original budget as submitted totaled $91,932,000. It was reduced by Mayor John F. Shelley to $88,968,000. It was adjusted to $89,836,000 in accordance with the annual salary standardization ordinance. This $89,836,000 budget is an increase of $9,018,000 over the 1966-1967 budget of $80,818,000.

Of the $9,018,000 increase, $6,723,000 is for capital improvements, bond interest and redemption; $862,000, for increased salary costs; and $1,432,000 for other maintenance and operational items. This last item represents a 2-1/2 per cent increase in the operation budget, exclusive of salary increments.

It is significant that 90 per cent of the $9,018,000 increase will be borne by self-supporting, revenue producing departments. Not a single new job in the entire budget is chargeable to the tax base. In fact 75 previously unfilled positions carried in the Municipal Railway budget have been eliminated. This reduction will not affect transit service.

A "carry over" of $218,000 from last year that was chargeable to the tax rate has been deleted, representing funds necessary to carry 30 of these unfilled jobs.

The total number of positions is 61 less than the 4,066 in the current budget, for a total of 4,005 positions in the new budget. The 14 new positions, other than the 75 deleted, are all in revenue-supported departments.

Of the entire proposed Utilities Commission budget, 87 per cent of the cost is carried by departmental revenues.

Nevertheless, San Francisco taxpayers have a right to ask why payrolls and city government costs go up while city population is reduced.

It should be made clear that such a narrow viewpoint, if applied to all activities of city government, overlooks the fact that San Francisco operates regional utility enterprises. Bay Area and regional population is rising; so are the needs for utility services which affect San Francisco's economy and jobs.

For example, at the San Francisco Inrernational Airport, which pumps hundreds of millions of dollars a year into the San Francisco economy, passenger loads increased 17 per cent in 12 months. Air cargo loads increased 30 per cent in the last year.

In the past three years, Airport revenues have increased 53 per cent and operating costs have increased 34 per cent.

The Water Department is in essence a South Bay water agency, providing water that is part of the foundation of economic growth that supports San Francisco's commercial and industrial enterprises.

As indicated in the budget, the Hetch Hetchy power production this coming year will be about 416,000,000 kilowatt hours more than last year, with a probable $2,800,000 increase in total revenue to repay the cost of water and power loads with the addition of Kirkwood Powerhouse to the system. Additionally, lower priced Hetchy power for municipal buildings saves the taxpayers about $770,000 each year.

Also, water at no charge, plus interest on Utilities funds saves the taxpayers an additional $2,700,000.

Even in the so-called "deficit operation" of the Municipal Railway with the lowest fare in the United States, 2/3 of the operation is paid for by revenues.

If the taxpayers are made aware of the full facts, I am sure they will support completely the Utilities Commission budget we and Mayor Shelley are presenting for your approval.

In accordance with Mayor Shelley's request to hold tax supported budgets within the lowest practicable limits, the proposed budget for the Railway was kept at the absolute minimum. Increases were allowed only when mandatory or vitally necessary to the operation of the Railway. The total increase in the budget for the Municipal Railway is 3 per cent, which includes a 9 per cent increase in permanent salaries.

On the other hand, the budgets for the remaining departments of the Public Utilities Commission are presented on the basis that they represent going business operations, and as such, must maintain the services necessary to keep pace with the growing needs of their service areas.

The biggest percentage of increases apply to capital improvements. For example, $4,500,000 of the $9,018,000 total Public Utilities increase requested is for the self-liquidating construction program at San Francisco International Airport; and $1,800,000 is required for bond interest and redemption payments. Add to this an additional increase of $1,200,000 for capital improvements of utilities other than the Airport, and it can be seen that more than 2/3 of the total increases requested apply to capital improvements.

It is logical and proper to ask why, in view of a population decline in San Francisco, payrolls and governmental costs should go up.

It is improper, however, to fail to distinquish strictly internal city services from the regional utilities services of San Francisco -- particularly water power and airport development. These regional utilities services have helped the area grow in the tradition of leadership that has been the hallmark of the City of San Francisco for more than a hundred years.

The buildings of the rising skyline of San Francisco rest on bedrock. Economically, these buildings and their purposes and the jobs they provide rest in part on the water and power development, the Airport expansion and the transit services of the Public Utilities Commission.

We must not let ignorance of the facts, a short-sighted viewpoint, or unbecoming governmental timidity shackle the almost completely self-supporting utility services which are so vital to a future flourishing economy needful of these utility services. New jobs, the futures of people, and stable property values are indirectly at issue.

The Department managers, Bureau heads and key staff members of the Public Utilities Commission are here to answer any questions you have regarding the Commission and Mayor Shelley's recommended budget for Utilities. I, personally, ask your most thorough consideration of what this part of the City's budget means to the future of San Francisco and its citizens.

James K. Carr

James K. Carr
General Manager
of Public Utilities

SAN FRANCISCO WATER DEPARTMENT
MONTHLY REPORT
TO THE
GENERAL MANAGER OF PUBLIC UTILITIES

April 25, 1967

HIGHLIGHTS

Calaveras Reservoir is discharging over the spillway for the seventh time in forty-two years.

90+ million gallons per day is being transferred by gravity from Calaveras to San Antonio Reservoir for storage to conserve as much as possible from the excess water in Calaveras.

San Francisco Water Department, for the first time ever, is eligible to receive the A.W.W.A. "Award of Honor" for industrial safety.

CALAVERAS RESERVOIR SPILL

On April 3, Calaveras Reservoir began to spill for the seventh time since completion of construction in 1925. Additional rainfall has maintained continuous spilling since. An estimated 5.5 billion gallons had spilled through April 18 and the lake level remained 1.56 feet above the spillway at 7:00 a.m., April 19.

SAN ANTONIO RESERVOIR

James H. Turner Dam started impounding water in December 1964. The runoff from San Antonio watershed had resulted in a useful storage of 7.4 billion gallons. On April 13, 1967, completion of pipelines and manifold installations at Alameda Siphon permitted the transfer of water by gravity from Calaveras Reservoir to San Antonio Reservoir which was less than half full. This storage of excess water from Calaveras initiates the second useful function of this dam and reservoir. In five days San Antonio storage has increased 800 million gallons from runoff plus 90 million gallons per day transfer from Calaveras. This reservoir will also be able to store water from Hetch Hetchy Aqueduct and Sunol Filter Galleries upon completion of San Antonio and Sunol Pumping Stations presently under construction.

INDUSTRIAL SAFETY

The records of industrial accidents during the calendar year 1965 forwarded to the California Section of the American Water Works Association have qualified the San Francisco Water Department for the A.W.W.A. "Award of Honor." This "first time" achievement of this

honor resulted from having only 13 lost-time injuries in 1,414,784 man hours of work for a frequency of 9.19 accidents per million man hours worked.

WATER QUALITY

At the end of March the turbidity of the water in the pipelines from Crystal Springs and San Andreas Reservoirs had improved to 6 units and 4 units respectively. However, the recent rains have caused these turbidity readings to again increase. By April 19 they had reached 10 units and 9 units respectively.

Bacteriological quality in both reservoirs remained good and the quality of all treated water remained within bacteriological limits of the U. S. Public Health Drinking Water Standards.

During March the flushing of 108,400 feet of 4-inch to 12-inch diameter water mains in the Stanford Heights pressure zone was carried out. In performing this operation a total of 105 gate valves were operated and checked and 30 blow-off valves were operated. In addition to the above, 25 individual flushing operations were carried out to overcome dirty water, taste complaints, or to prevent such conditions in known problem locations.

WATER CONDITIONS

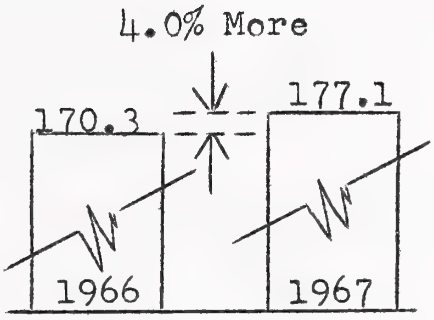
Rainfall at all gaging stations operated by the Department averaged 114% of normal on April 1. Rainfall at these stations from April 1 to 18 has averaged twice the normal rainfall for the entire month.

Local storage has increased 32.9 billion gallons during the winter rains and due to the addition of San Antonio Reservoir to the system now stands at a new all time high of 67.5 billion gallons on April 19, and is still increasing due to recent rain. The maximum capacity of all Alameda and Peninsula reservoirs is 77.7 billion gallons.

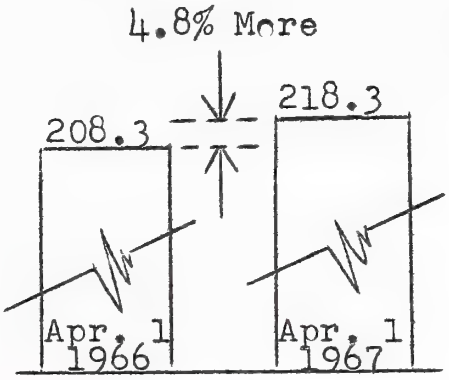
WATER CONDITIONS (continued)

GROSS CONSUMPTION OF WATER

Million Gallons Per Day Average

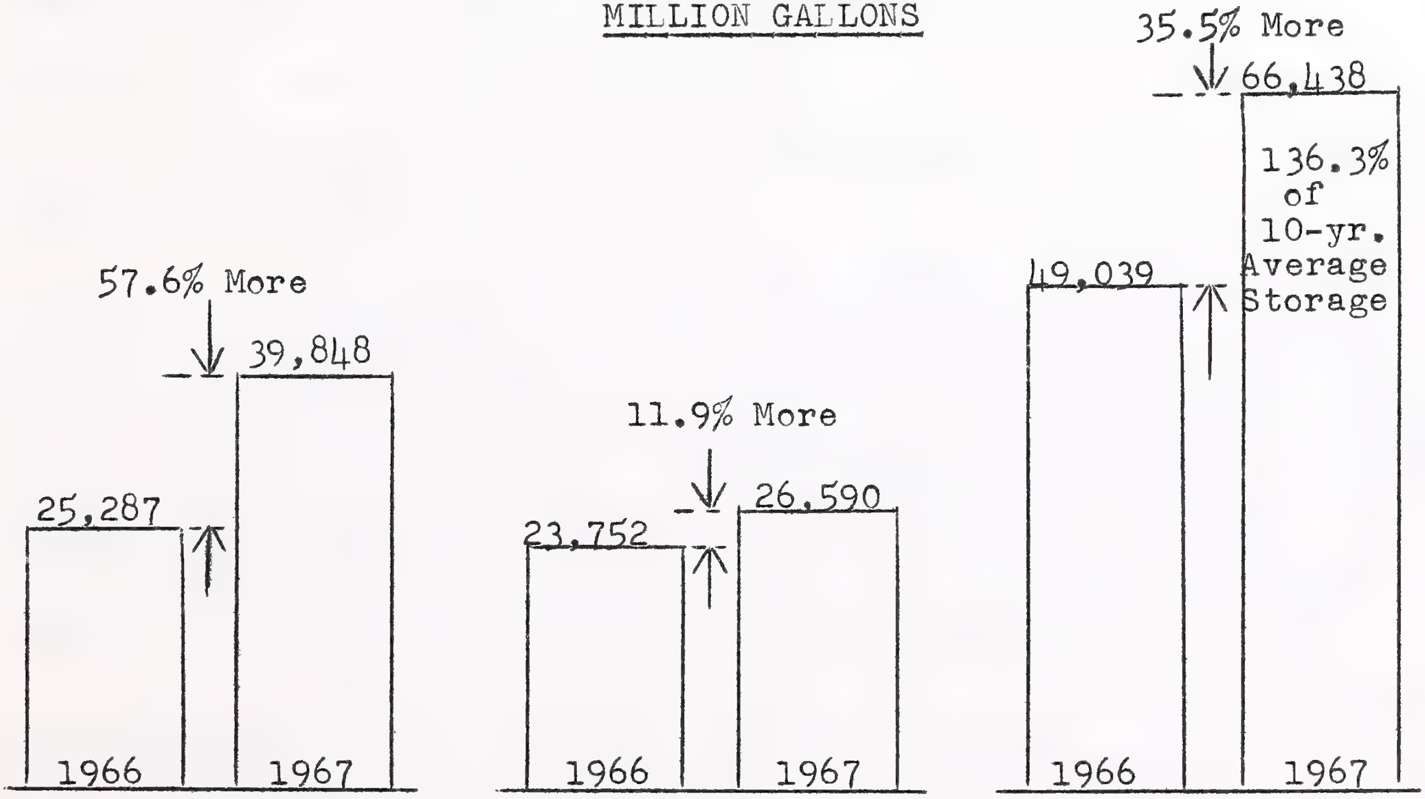


MONTH OF MARCH



12 MONTHS PRECEDING

WATER STORED IN LOCAL RESERVOIR
ON APRIL 17
MILLION GALLONS



ALAMEDA + PENINSULA (combined) = TOTAL

Water was transported from Hetch Hetchy sources at an average rate of 165.6 MGD during March, and the draft of Calaveras water through Sunol Valley Filtration Plant averaged 17.2 MGD.

LAKE MERCED RECREATION

This natural lake within the city limits has become a backyard fishing hole and boating center under supervision of the San Francisco Recreation and Park Department. The Water Department has been called upon in the past to maintain the water level in this lake when it would fall below optimum depth. The Department is again releasing water into Lake Merced to build up a water reserve while the demands upon transmission facilities are seasonally low and system storage is high.

SERVICE RENEWALS

During the month of March a total of 469 service pipes were renewed. This brings the total for the first nine months of this fiscal year to 4,598.

FINANCES

Collections for the month of March were $1,603,327 -- an increase of $289,392 over March 1966. For the first nine months of this fiscal year collections totaled $15,125,131 which exceeds the first nine months of the prior fiscal year by $1,147,528.

SHUTDOWN FOR ALAMEDA SIPHON CONNECTIONS

The increased demand for water in areas served from our Bay Division Pipelines limits major shutdowns to winter months and requires complex planning.

On April 4, all water delivery through the Coast Range Tunnel was shut down for 12 hours to permit installation of a new manifold at the West Portal of Alameda Siphon. Water delivery was resumed to permit customers along the line to recover storage and a second 12-hour shutdown occurred on April 11. During each of these two shutdowns delivery to Bay Division customers was limited to about 40 mgd delivered through Niles aqueduct and Irvington pumps. The difference between this operation and the shutdown in December is that the completion of Sunol and San Antonio Pipelines permitted treated water from Sunol Valley Filtration Plant to be delivered instead of having to use Sunol Filter Gallery water.

Each of these shutdowns required consumers to curtail water use during the period of reduced delivery and/or take water from alternate or standby sources. Again the operating divisions responsible are to be congratulated upon the successful planning and completion of a difficult project.

1967-68 BUDGET REQUESTS

The Water Department's budget, as approved by the Public Utilities Commission, was reviewed by the Mayor with these results: only three employments were allowed of 26 requested; operating funds for overtime, holiday pay, temporary salaries, contractual services, material and supplies, etc. were generally reduced to figures approximating those allowed for 1966-67. In many instances the Mayor's recommendation will require a reduction in manpower as the increases approved in many instances do not equal the salary and wage increases provided by statute, nor do they allow for the increased prices of materials and contractual services. Replacement and new equipment requests were also reduced in total to 1966-67 budget figures, with the result that it may be necessary to request supplemental funds for essential items. All Capital Improvement items were approved by the Mayor.